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Transcript of Board Meeting

Date: February 14, 2024

Case: Chicago Transit Authority Board Meeting, In Re:

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BEFORE THE CHICAGO TRANSIT AUTHORITY BOARD

BOARD MEETING

Chicago, Illinois

Wednesday, February 14, 2024

10:00 a.m.

Job No.: 519609

Pages: 1 - 84

Reported By: Courtney Petros, RPR, CSR

1 Board Meeting, held at:

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4 CHICAGO TRANSIT AUTHORITY

5 567 West Lake Street

6 Chicago, Illinois 60661

7 312.681.3137

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12 Before Courtney Petros, a Certified Shorthand

13 Reporter and Registered Professional Reporter in

14 and for the State of Illinois.

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A P P E A R A N C E S

BOARD MEMBERS:

- LESTER L. BARCLAY, CHAIRMAN
- REV. DR. L. BERNARD JAKES, VICE CHAIRMAN
- NEEMA JHA
- MICHELE LEE
- REV. JOHNNY L. MILLER

ALSO PRESENT:

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

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

2 CHAIRMAN BARCLAY: Good morning. I would
3 like to call to order the meeting of the Chicago
4 Transit Authority for February 14th, 2024.

5 Georgette, please call the roll.

6 MS. GREENLEE: Director Lee.

7 DIRECTOR LEE: Here.

8 MS. GREENLEE: Director Miller.

9 DIRECTOR MILLER: Here.

10 MS. GREENLEE: Chairman Barclay.

11 CHAIRMAN BARCLAY: Here.

12 MS. GREENLEE: Director Jakes.

13 DIRECTOR JAKES: Here.

14 MS. GREENLEE: Director Jha.

15 DIRECTOR JHA: Here.

16 MS. GREENLEE: Chairman Barclay, you do
17 have a quorum with five members present. Director
18 Ortiz will be absent today.

19 CHAIRMAN BARCLAY: Thank you. Our first
20 order of business is public comments.

21 Georgette.

22 MS. GREENLEE: Chairman Barclay, we do
23 have five -- four public comments that have, I
24 think, shown up today. One by phone, which makes

1 it six. We will do our phone commenter first,
2 Ms. Courtney Cobbs. And I'm trying to understand
3 what Veda is telling me with her thumbs. Okay. I
4 think that means yes.

5 And, Ms. Cobbs, are you there?

6 MS. COBBS: I am. I am.

7 MS. GREENLEE: Hi. Thank you for being
8 present to make a comment on today. You will have
9 three minutes. And your time starts now.

10 MS. COBBS: I am an occasional user of the
11 CTA. I would like to use the CTA more often, but,
12 generally, it takes me longer to use the CTA than
13 to make those same trips on my bike.

14 I am deeply concerned about the working
15 conditions of CTA workers. I didn't have time to
16 pull it up, but I came across a thread from
17 someone who attended the recent job fair for CTA
18 and this person was told that it would be common
19 for them to not know their shift 48 hours in
20 advance.

21 I don't think most people will accept
22 those types of working conditions. And I think it
23 should be unacceptable for the people who are
24 operating heavy machinery driving around people in

1 Chicago to work under those conditions.

2 I hope that the CTA will work with the
3 labor union to improve working conditions for CTA
4 workers. I would like to live in a Chicago where
5 working for the CTA is one of the most coveted
6 jobs in the City.

7 I personally hate driving. And I am
8 grateful for every CTA worker who has a part in
9 getting around the hundreds of thousands of
10 Chicagoans who rely on it. And I think we owe it
11 to them to improve their working conditions and
12 make their job one of the best jobs in the City.

13 And the Board has a role in that. And I
14 hope that the Board takes that more seriously
15 going forward. Thank you for your time.

16 MS. GREENLEE: Thank you. Our next public
17 commentator is Brandon McFadden. Good morning,
18 Mr. McFadden. I'd like to remind you that you
19 have three minutes. And your time starts now.

20 MR. MCFADDEN: Good morning, members of
21 the Board and President Carter. My name is
22 Brandon McFadden, an organizer with Commuters Take
23 Action, a local collective of riders advocating
24 for better transit.

1 With a background in data analytics, which
2 is apparent from my various transit reliability
3 trackers I've created, it's fair to say I
4 appreciate a good side project, which brings me to
5 the first reason for my public comments today.

6 The CTA's FOIA process is slow. Painfully
7 slow. The CTA is consistently in violation of the
8 requirements set forth by the Illinois General
9 Assembly.

10 In the last 75 business days, I've
11 submitted three requests to the CTA; one responded
12 to after 49 days and the other coming in just this
13 morning after being open for 59 days. The others
14 remain unanswered.

15 I've heard plenty of stories from others
16 that are experiencing the same thing. It should
17 not take numerous months to return data that I
18 know can be retrieved in less than five minutes.
19 It absolutely shouldn't take involvement from the
20 Illinois Attorney General's office to get a
21 response either. The FOIA office needs additional
22 head count, which you are required to do by the
23 Illinois compiled statutes.

24 I'd also like to talk about Super Bowl

1 Sunday, something I never anticipated having to
2 talk to a transit board about. First, the good
3 news. Whoever came up with the idea to run the
4 shuttle train on the Cottage Grove branch is
5 brilliant. It's likely the only reason the Green
6 Line service delivery remained high for so long on
7 Sunday.

8 Unfortunately, not every line was as
9 reliable, though. The Blue Line, in particular,
10 faced significant challenges throughout the entire
11 day. At one point, Forest Park bound riders
12 endured a 54-minute wait for the train as the line
13 logged one of its worst performance days in recent
14 history, excluding New Years weekend. The Blue
15 Line wasn't the only one that suffered either.
16 The Orange, Pink, Purple, and Red all dipped into
17 the 50 percent ranges as the night went on.

18 I'm genuinely curious why the CTA
19 persistently designs schedules that are
20 unrealistic given the limitations on crew
21 resources, schedules that leave no flexibility for
22 absences or disruptions. Many other transit
23 agencies and other industries have resolved this
24 issue long ago, so there's no excuse for this to

1 continue to plague our system.

2 Director Jakes, we're still waiting on you
3 or the Board to reach out in regards to scheduling
4 a meeting with us. While it was clear that we
5 need more meetings like yesterday, which included
6 advocates from many organizations, they simply
7 won't do.

8 While there was an opportunity to ask
9 questions, it's clear that the CTA isn't properly
10 engaging with anyone or at least not enough given
11 the onslaught of questions that were asked during
12 yesterday's meeting.

13 As always, we extend an open invitation to
14 both the Board and the CTA to collaborate.
15 Regardless of claims made in the press, we still
16 share a common goal, a frequent, safe, and
17 reliable transit system for all Chicagoans.

18 Thank you.

19 MS. GREENLEE: Thank you.

20 DIRECTOR JAKES: Brandon, I have a
21 question. I missed the first part of what you
22 said. I couldn't understand it. You said that
23 there's a something flaw. What was that? It was
24 in the first 10 or 12 words.

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1 PRESIDENT CARTER: FOIA.

2 MR. MCFADDEN: FOIA.

3 DIRECTOR JAKES: The FOIA process. Got
4 it. Okay. Okay. Got you.

5 MS. GREENLEE: Our next public commentator
6 is Nik Hunder.

7 MR. HUNDER: All right.

8 MS. GREENLEE: Good morning, Mr. Hunder.
9 Your time starts now.

10 MR. HUNDER: Thank you.

11 Every month, I come to these Board
12 meetings and the same thing kind of happens. So
13 after denying my attempts to engage with CTA, I
14 come here, get told I'm not engaging, the Board
15 declares the system is doing pretty good, and then
16 we all come back the next month.

17 The CTA might think it can set up
18 Potemkin-style board meetings once a month to
19 avoid accountability, but such behavior really
20 doesn't apply to City Council, which we'll learn
21 soon.

22 Now, it's time to review a sequence of
23 events beginning with the last Board meeting. In
24 response to a published op-ed, the President used

1 his time to personally mention and criticize two
2 people who are seeking to hold him accountable in
3 an atmosphere clouded by ambiguity. Such behavior
4 is unbecoming to the CTA. But rather than try
5 and let you drag our names through the mud even
6 though your rebukes never include your information
7 source, I did what I always do and went to go find
8 yet another source to prove my claim.

9 I didn't have to look very hard thanks to
10 your staff. That 12-month flagger-to-RTO pipeline
11 you keep contesting, at the flagger hiring fair
12 you didn't attend, your rail manager for the
13 Howard terminal confirmed it does take on average
14 12 months to transition into an RTO from a
15 flagger.

16 So I really hope it was worth trying to
17 call out Christina and I writing a letter to the
18 Tribune and making a press release only for us to
19 writing our analysis anyways. And I did actually
20 ask your FOIA department follow-up questions about
21 the data they provided me, but no one responded.
22 I have the e-mail right here.

23 And, now, I'd like to read a paragraph of
24 President Carter's words back to the Board.

1 Responding to Director Jakes, he said, quote, I
2 can tell you that had someone come to us and
3 talked to us about the data, we would have
4 certainly explained where the errors were in the
5 assumptions that were being made. But if your
6 goal isn't to talk to us and if your goals is
7 really to try, you know, make statements in the
8 public venue, that becomes very hard to achieve.

9 So, come on. Do you think no one is
10 paying attention? I literally asked your FOIA
11 department for an answer and they didn't answer
12 me. So we did come to you. And as noted in the
13 open letter, we've asked CTA ten times via public
14 comment to work with us, but no one responds. I
15 just asked at last month's meeting.

16 The afternoon -- that afternoon, I
17 e-mailed the Board office for a copy of the plan
18 President Carter keeps waving in front of our
19 faces on how to train 200 RTOs. And the
20 conclusion of that conversation two weeks later
21 was, quote, this office defers to the FOIA
22 process, close quote.

23 So stop pretending we are the barrier.
24 This absolutely has to be the coup de grâce in the

1 story of CTA's unwillingness to be forthcoming
2 with information.

3 The general public understands that we are
4 working for them, but President Carter and his
5 C-suite at large are trying to cast us as a bunch
6 of haters. That's very incorrect. We are a
7 resource for you to utilize, actually.

8 When it comes time to lobby for a
9 transportation package in Springfield, you can
10 give us a call. We won't think twice about
11 committing to coming. Having a group of people
12 who spend their time holding you accountable and
13 are willing to donate time to help you and your
14 system succeed is not what haters do. So for the
15 11th -- the 12th, 11th, and soon to be 13th time,
16 please work with us.

17 But, last, I'd like to share some positive
18 news.

19 MS. GREENLEE: You have ten seconds.

20 MR. HUNDER: Some positive news. I made
21 an attempt at the L speed run challenge where you
22 visit all stations as fast as possible. And
23 across nine and a half hours, all my trains left
24 their terminals on time. And, also, I saw two

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1 people maybe find love on the 95 bus, so good
2 vibes.

3 MS. GREENLEE: Thank you.

4 MR. HUNDER: Also, I have a bunch of
5 materials for the Board.

6 MS. GREENLEE: Thank you.

7 DIRECTOR JAKES: Thanks, Nik.

8 MS. GREENLEE: Our next public commentator
9 is Caroline Pavlecic. Good morning. You have
10 three minutes. Your time starts now.

11 MS PAVLECIC: Yes. Good morning. My name
12 is Caroline Pavlecic. And I'm an organizer with
13 Commuters Take Action as well as a member of the
14 CTA Citizens Advisory Board. And I'm here today
15 to talk about communication between advocacy
16 groups, the Board, and CTA leadership.

17 In early January, Commuters Take Action
18 received some concerns from riders about buses not
19 picking up students near Evanston Township High
20 School in the afternoons after school gets out.

21 Often, when riders submit concerns
22 regarding CTA service via the feedback form, they
23 receive canned responses that result in no action
24 being taken, so it's common for them to reach out

1 to us instead of the CTA.

2 Since I do a lot of work with data in my
3 day job, I wanted to investigate and see if there
4 were any specific identifiable patterns or days
5 where there were fewer boardings that did not make
6 sense based on the school calendar.

7 Therefore, I submitted a Freedom of
8 Information Act request to get anonymized
9 ridership data. It has now been over a month, and
10 I have yet to receive a response from CTA.

11 This is not the first time CTA has failed
12 to respond to our FOIA requests in a timely
13 manner. In addition to this request, I have one
14 other open case with the public access counselor
15 in the Illinois Attorney General's Office due to
16 lack of response and other members of commuters
17 take action have several more.

18 We, as advocates, have been criticized by
19 members of CTA leadership for not wanting to have
20 a conversation with them when this is just not
21 true. We have repeatedly asked to do so and are
22 almost always brushed off. So we have to resort
23 to things like filing FOIA requests and publishing
24 op-eds in local newspapers to get any sort of

1 response.

2 In my opinion, this lack of response is
3 unnecessarily adversarial and certainly no way for
4 a public body to interact with advocates. And we
5 share one common goal, improving service for
6 riders.

7 I have had similar experiences in my
8 capacity as a Citizens Advisory Board member as
9 well. I have felt that we have had little input
10 on which members of CTA leadership we would like
11 to have present to us and we often do not know who
12 will be presenting until the day of because the
13 agendas simply say staff presentations.

14 Also, at our last meeting on December
15 13th, we had one staff presentation abruptly get
16 canceled, and I have heard nothing about when or
17 if this presentation will be rescheduled.

18 CTA Board members and leadership need to
19 start taking engagement with citizens and advocacy
20 groups far more seriously. Even if someone does
21 not have engagement in their official title, it is
22 incumbent on everyone in leadership of a public
23 body to meaningfully interact with those that they
24 serve.

1 While Commuters Take Action has been on a
2 few calls recently, they've usually been larger
3 calls with multiple groups where it's difficult
4 for us and for the other groups on the call to
5 have a dialogue with CTA. Those groups too have
6 not been heard.

7 So all of us are asking tons of questions
8 at once and having many of them just not get
9 answered. I encourage all of you and everyone in
10 CTA's senior leadership to reach out to us and
11 have a conversation.

12 Our e-mail address is
13 commuterstakeaction@gmail.com. And we have
14 several group members in the room here today who
15 will be happy to start a dialogue on anything
16 related to the CTA. Thank you.

17 MS. GREENLEE: Thank you. Our next public
18 commentator is Bill Morton. Good morning,
19 Mr. Morton. You have three minutes. It starts
20 now.

21 MR. MORTON: Thank you very much,
22 everyone, for the opportunity, as always. I'm
23 speaking on behalf of our community of Rogers
24 Park.

1 I always and I will always bring up the
2 ADA accessibility on Jarvis Red Line and on -- and
3 on Morse Red Line. It's very important. I'm a
4 big advocate of this. By law, you must be ADA
5 accessible. I understand when you do a large
6 project, there's a dollar amount before you do
7 something with ADA accessibility, including
8 elevators and escalators, but we need that.

9 Especially -- on Morse Avenue, there used
10 to be a secondary entrance/exit on the other side
11 of the street, the south side of the street, and I
12 don't see why we can't use that for the
13 accessibility. I don't understand. Maybe an
14 engineer can help me out with that. But I don't
15 understand why we can't use that former
16 entrance/exit for ADA accessibility for an
17 escalator or an elevator.

18 Also, I was speaking with Rogers Park
19 small business owners and we're wondering why all
20 of these empty storefronts are at Jarvis, Loyola,
21 Morse, and Howard stations. Off the top of my
22 head, there's about nine different empty
23 storefronts.

24 Howard has one upstairs, one downstairs.

1 Morse has one on the south side where the
2 inference used to be and the north side right next
3 to the entrance of Morse station and on the other
4 entrance/exit area on Morse for Morse station over
5 to the north over by Lunt. And Loyola has a
6 former little convenient store that's no longer
7 there.

8 So we would like to see those empty
9 storefronts filled. We would like to be a part of
10 that solution. And I'd like a follow-up on that,
11 please.

12 Just one more quick thing. Time is
13 running out. Really do appreciate you
14 participating in jobs fairs we're associated with.
15 Most notably and recently, the Hire-a-Refugee job
16 fair, which we partnered with KaarPoh and Viral
17 Resumes. I really do appreciate you guys being
18 part of it, and we need to hire more people in our
19 community.

20 DIRECTOR JAKES: Has anyone -- because I
21 appreciate -- you know, consistency is important
22 for me, so I appreciate your consistency, as well
23 as Brandon, Nik, and Caroline.

24 But as far as -- and you talked about this

1 several times, about the Jarvis and --

2 MR. MORTON: Jarvis and Morse stations.

3 DIRECTOR JAKES: -- and Morse stations.

4 Has anyone talked to you about the plans for that
5 or --

6 MR. MORTON: We did talk --

7 DIRECTOR JAKES: -- has anyone followed up
8 with you?

9 MR. MORTON: Yes. We did speak about the
10 RPM project. We don't have an ETA on it. And we
11 would -- you know, we've seen renovations on
12 Jarvis and Morse before where there were a bunch
13 of stones blocking the street and a whole bunch of
14 different inconveniences and the stations closed,
15 but we didn't get our ADA accessibility.

16 So I want to hold your feet to the fire on
17 this and I want to definitely make sure that it's
18 in the top of your mind and priority list to put
19 escalators and elevators at these two stops.

20 DIRECTOR JAKES: Okay. President Carter,
21 can somebody just talk to me about -- you know,
22 even offline -- about why this is --

23 PRESIDENT CARTER: The issue is it's in
24 the next phase of the RPM project that we have to

1 get funding for. When we get the funding, we
2 would be making the station accessible. That's
3 not even a question.

4 DIRECTOR JAKES: So it's funding?

5 PRESIDENT CARTER: But it's a broader
6 funding question for funding the entire project,
7 including those stations.

8 DIRECTOR JAKES: Is there an ETA with
9 that?

10 PRESIDENT CARTER: No. We have to get the
11 funding from the Federal Government. It's -- you
12 know, one of the things that I've worked very hard
13 on is getting dedicated funding for station
14 accessibility. Jarvis and Morse station are a
15 part of our program for funding the accessibility.

16 We're in the process right now updating
17 our All Stations Accessibility Program, which
18 lists both our timelines as well as our
19 commitments to making our system 100 percent
20 accessible.

21 There will be a public engagement process
22 as part of that document. And then they will,
23 obviously, update what the timeline expectation
24 can be for when those two stations will become

1 accessible, all of which is contingent on getting
2 a significant amount of Federal funding to allow
3 us to get the work done.

4 DIRECTOR JAKES: And how far does persons
5 have to travel since that's not ADA accessible?

6 MR. MORTON: Well, they would have to go
7 to either Howard station or Loyola station. Now,
8 Jarvis is very close to Howard. And during my
9 follow-up, we realized that. But, still, people
10 with disabilities or people without vehicles or
11 people carrying heavy items or people grocery
12 shopping or with little strollers with their kids,
13 we need to have it accessible.

14 DIRECTOR JAKES: Okay.

15 PRESIDENT CARTER: And we share that
16 commitment. Obviously, we're working to get the
17 funding to do that. And, certainly, we are
18 committed to making our entire system 100
19 accessible so that we can address all of our
20 customers' needs.

21 DIRECTOR JAKES: Thank you.

22 MR. MORTON: Thank you so much.

23 DIRECTOR JAKES: And, Mr. Chairman, I'm
24 sorry. Nik, Brandon, Caroline, right?

1 MS. PAVLECIC: Yes.

2 DIRECTOR JAKES: Okay. So I heard you
3 with the FOIA request. My, now, question to Kent
4 is, is there a timeline that FOIA requests have to
5 be -- you talked to -- enlighten me and the public
6 so I'll know -- I hear what they're saying, and I
7 want what they're saying to be taken into
8 consideration.

9 MR. RAY: We hear you. There is a
10 statutory timeline depending upon the nature of
11 the requester. Starting around the end of last --
12 we have four full-time employees working on the
13 FOIA process.

14 Starting around the end of last year, our
15 FOIA requests just really started going up to some
16 extent. And I think last year we had about 949.
17 Already in January of this year, we're about at
18 147. So we're really trying to come up with ways
19 to process the increase in the number of FOIA
20 requests in an expeditious fashion, and we'll
21 commit to do better.

22 DIRECTOR JAKES: And you said that the
23 statutory on that is -- depends on the request.

24 MR. RAY: It depends on the nature of the

1 requestor, whether they're private or commercial.
2 There's other distinctions.

3 DIRECTOR JHA: Do you have any access to
4 data on what percentage of these requests we
5 historically responded to, like what's --

6 MR. RAY: I can provide that, yes.

7 DIRECTOR JAKES: And once a request is
8 made, is there an immediate response to the person
9 making the request saying we've received it, not
10 giving the information, but saying, hey, we've
11 gotten your request and we'll work on it and
12 you'll have it within the next 30, 60, 90, 120
13 days?

14 MR. RAY: I don't know. Are you
15 acknowledged?

16 MR. MCFADDEN: We get an acknowledgment
17 typically the next business day, which is what's
18 required by the statute. And then for personal
19 requests, it's five days. And commercial is 21
20 business days with an extension of five more as
21 needed. And so you can get your initial
22 acknowledgment and then your five-day follow-up
23 and then we get ghosted after that.

24 MR. HUNDER: And that's when we follow up

1 with the public access counselor and that's when
2 they send their letters and stuff and, eventually,
3 they move along their process, they can issue
4 binding, nonbinding opinions.

5 But, eventually, the last result is they
6 will file a lawsuit against CTA to fulfill the
7 FOIA if CTA does not respond. And, typically,
8 they do that about 90 days after a request is
9 made, which we are probably getting close to.

10 MS PAVLECIC: Just as an example, I had
11 one request that was filed in early December. I
12 think December 1st. That got extended and then
13 the extension deadline passed. I followed up with
14 CTA a couple times and they said we're working on
15 it, we're working on it.

16 And then I went to the public access
17 counselor. They sent three letters -- I don't
18 know if they sent three letters or --

19 MR. HUNDER: They sent two. They're
20 working on the binding opinion.

21 MS PAVLECIC: Yeah. That's right. They
22 sent two letters and then they followed up the
23 third time. They're going to take some kind of
24 action. That request has been outstanding for two

1 and a half months now.

2 MR. HUNDER: I have one that's been
3 outstanding since the beginning of December.
4 That's way beyond ten business days.

5 DIRECTOR JAKES: Thank you.

6 CHAIRMAN BARCLAY: My question is you
7 indicated that there were 900 last year, an excess
8 of 900.

9 MR. RAY: About 950.

10 CHAIRMAN BARCLAY: Are we treating any
11 group different than other group?

12 MR. RAY: We don't. We really do our best
13 to get these out. I've tasked the FOIA group --
14 in looking at the recent numbers, where we stand
15 on them, I tasked them with coming up with
16 proposals for improving our timeliness.

17 DIRECTOR JAKES: And they are four
18 full-time?

19 MR. RAY: Four full-time and we have a
20 part-time administrator.

21 CHAIRMAN BARCLAY: Okay. Thank you.

22 MR. RAY: We increased the FOIA office by
23 one last year. We'll look at the recommendation
24 that we increase.

1 DIRECTOR JAKES: Yeah. It's not enough
2 people. Okay. All right. Thank you, all. Thank
3 you, Mr. Chairman.

4 MS. GREENLEE: Our last public commentator
5 is Isaac Campbell.

6 MR. CAMPBELL: Good morning, everyone, and
7 thank you.

8 DIRECTOR JAKES: Happy Valentine's Day.
9 Thank you.

10 MS. GREENLEE: May I remind you that you
11 have three minutes.

12 MR. CAMPBELL: Yes. Okay. I would have
13 been here earlier, but they stole my catalytic
14 converter from my Chevrolet Venture. When I went
15 to my wife car, they have stolen the resonator.

16 I came here on behalf of the -- my
17 neighbors of Rogers Park. Thank God that the
18 COVID is gone so everyone is back to work,
19 children at their places.

20 So what I would like -- I'm requesting the
21 reestablishment of the schedule of the 147 bus.
22 That's a very, very important bus for Rogers Park.

23 The train is a solution, but there's 30,
24 40 stairs, then when you're going to the train,

1 you have to walk three, four, five blocks. The
2 147 -- the only thing that I am requesting on
3 behalf of my people is that the last bus from
4 Howard station leave, let's say, at 10:30, a
5 little bit more. That's all that I'm requesting.

6 MS. GREENLEE: Thank you, Mr. Campbell.

7 MR. CAMPBELL: Thank you. Okay.

8 MS. GREENLEE: All right. Chairman
9 Barclay, there are no further public comments.

10 CHAIRMAN BARCLAY: Thank you, Georgette.

11 Our next item of business on the agenda is
12 the president's report. Dorval Carter.

13 PRESIDENT CARTER: Thank you,
14 Mr. Chairman. I'm going to have Molly Poppe, my
15 chief planning and innovation officer, come up to
16 give you a report on what we're doing around bus
17 service.

18 As you know, we spent a lot of time
19 discussing our rail service in the way forums.
20 And what sometimes gets lost is that the majority
21 of our customers actually use our buses at some
22 point in time.

23 And there's a lot of work that they're
24 doing around the bus service activity that is

1 intended to improve both the level of our service,
2 the quality of service, and the impact it has to
3 our customers.

4 And Molly has a presentation she's going
5 to give you that will kind of walk you through the
6 work that we're doing, the work that we have
7 planned for this year, and the opportunities that
8 we have to improve our bus service over the course
9 of the next year.

10 Molly.

11 MS. POPPE: Thank you, President Carter.

12 One second here while I share screen.

13 Good morning, Chairman, members of the
14 Board. As President Carter said, I'm Molly Poppe.
15 I'm the chief planning and innovation officer here
16 at CTA.

17 And we're here today to talk about -- talk
18 about bus. And, you know, it's something that my
19 team and, really, the entire agency has -- have a
20 concerted focus on is how do we continue to
21 improve bus service at CTA.

22 Because as you can see here, we think it's
23 sort of the public transit underdog. You know,
24 you get a lot of important investments happening

1 in rail, a lot of important conversations about
2 rail infrastructure projects, and we wanted to
3 take a chance to really talk about bus service and
4 how it is an important aspect of our service and
5 how it really does support equity, sustainability,
6 and liveability in Chicago.

7 There we go. Okay.

8 So as we think about bus, we really see it
9 as a key advantage compared to CTA rail. It's
10 more accessible in the ADA sense, as you've heard.
11 We are working on ASAP, All Stations Accessibility
12 plan, and making all of our stations accessible,
13 but our buses are 100 percent accessible. It
14 provides great geographic coverage throughout the
15 city. And it includes connecting many communities
16 that maybe aren't connected via rail.

17 So, first, I just want to start with a
18 couple key facts about our bus service.
19 Importantly, we have 127 bus routes that
20 transverse the entire city and including many of
21 our surrounding suburbs.

22 This map here shows the nearly 11,000 bus
23 stops that we have throughout the city. There are
24 nearly 1,900 buses in our fleet and nearly 3,400

1 bus operators currently operating our bus service.

2 An important key fact that I didn't
3 realize until my staff put this in here is that we
4 have over 350 million passenger miles ridden on
5 CTA buses annually. That is longer than a trip to
6 Mars and back, which I think is just a really
7 important point to note of how much our bus
8 service does deliver service hours across the city
9 and how many customers rely on us on a daily basis
10 with our bus service.

11 96 percent of Chicagoans live within a
12 half mile of a bus stop. 30 percent of Chicagoans
13 live within a half mile of a CTA rail station.

14 And another important point as we think
15 about bus and we think about the connection point
16 is a lot of our riders are transferring. So many
17 of our riders are taking a bus to a rail line to
18 get where they need to go or taking a bus -- a bus
19 to a bus in order to get where they need to go.
20 And so the bus really does expand that grid of our
21 rail system and ensures access for our riders.

22 The next important piece is just generally
23 about ridership. And as I've been mentioning, we
24 see a higher ridership on bus than we do on rail.

1 Roughly 58 percent of our rides that we delivered
2 in 2023 are delivered on bus. That comes out to
3 about 162 million rides taken on bus last year
4 alone. That is a 15 and a half percent increase
5 in bus ridership over 2023 -- in 2023 compared to
6 2022.

7 And as you can see, you know, in this
8 graph, I just want to point out, you can see this
9 continuous growth and recovery of bus ridership
10 over time since the decline that we all saw in
11 ridership as it relates to COVID. And then you
12 see that growth and how bus continues to outpace
13 rail from a ridership perspective.

14 So there's really four components of bus
15 that we like to think about. And this covers
16 every aspect of the agency. So this is not just
17 the planning and innovation department. This is
18 the administration department under Tom McKone,
19 this is operations under Don Bonds, infrastructure
20 under Bill Mooney. And, really, the entire agency
21 is invested in bus and has key components of
22 making our bus system work.

23 And as we look at it, there's service, so
24 that's -- you know, think about hiring and bus

1 operators. There's route and geographic coverage.
2 There's frequency of our service and span of
3 service.

4 There's also the bus priority
5 infrastructure. This is primarily done in
6 partnership with the Chicago Department of
7 Transportation. But this also includes
8 investments that we do on our own as it relates to
9 infrastructure.

10 There's vehicle fleet, so how does our
11 vehicle fleet -- how do we manage uptime? How do
12 we continue to improve our fleet to ensure that
13 it's a modern, accessible fleet for everyone.

14 Lastly, there's technology. As we
15 continue to think about investments in bus, we
16 don't just think about it from a -- service on the
17 street, you know, how many buses do we have out
18 there, what does the infrastructure on the street
19 look like.

20 We really want to make sure that he have a
21 holistic technology approach around bus that does
22 focus on how do we ensure people get the right
23 information before they even get on the bus, how
24 are we communicating with them to help them make

1 the decisions, and then how do we communicate and
2 provide good service on the bus. So we'll talk
3 about digital bus screens, things like that. And
4 then it goes to how do we make our system more
5 efficient, so transit signal prioritization and
6 other investments.

7 So I know we've talked with the Board
8 about this, and just as a reminder of some of the
9 key projects that we have coming up. Bus Vision
10 is one project that we will be kicking off in
11 earnest in the next couple of months around public
12 engagement.

13 Bus Vision is really about the bus
14 network. It is going to be engagement with the
15 community, engagement with our riders about what
16 type of service do they want to see, what do they
17 see as the strengths and weaknesses of our
18 service, and what are those tradeoffs.

19 So as we talk to riders, as they tell us
20 we want less bus stops because we think that will
21 make the service faster, you know, what does that
22 mean from accessibility or vice versa, we want
23 more bus stops, so what does that mean potentially
24 for speed.

1 And so we'll have those conversations with
2 our community to understand what they want to see
3 around our bus service and what the network can do
4 to support them in where they want to go.

5 And I just want to point on the map here.
6 This map shows an analysis of how many more jobs
7 in Chicago can be reached from any point in 45
8 minutes. And this is compared to the number of
9 jobs in the general vicinity.

10 So as I mentioned, you know, bus really
11 does add -- and transit in general does add that
12 access to jobs, access to, you know, the economy
13 that may not be available within walking distance.

14 So as we think about our bus network and
15 we think about our rail network, we really think
16 about the access that we can provide for health
17 care, for jobs, for school, and we want to make
18 sure that that Bus Vision does reflect how the
19 community wants to use our service.

20 Better Streets for Bus is a really
21 important partnership that we launched with CDOT
22 at the end of last year. And it really is a
23 downpayment on Mayor Johnson's transition plan and
24 what he called for in his transition plan is

1 prioritizing the development of a citywide network
2 of bus rapid transit and dedicated bus lanes that
3 gives buses priority over car and truck traffic.

4 So Better Streets for Bus is really about
5 the infrastructure, so it's about that -- what's
6 happening on the street. We launched this
7 comprehensive framework back in November and
8 December of last year -- excuse me -- and it
9 really builds on a lot of key projects that we've
10 already launched with CDOT. So it builds on Loop
11 Link, the Jeffery Jump, and some priority bus
12 zones that we've seen pop up throughout the city
13 recently.

14 There's 17 corridors that are identified
15 in Better Streets for Bus. And it really lays
16 that groundwork for how are the infrastructure
17 investments that we want to make in those
18 corridors. And those investments come from a
19 whole toolbox.

20 So it can be, you know, wide-ranging
21 improvements, like dedicated bus lanes or BRT, and
22 it could be more sort of bus stop treatments or
23 bus-friendly intersections like we think about
24 transit signal prioritization, new jumps, and

1 better boarding.

2 In 2024, we have committed to study at
3 least three bus corridors in this 17 that have
4 been identified in Better Streets for Bus
5 framework. And these bus corridors are actually
6 supported by an investment from Cook County.

7 So we have an investment from Cook County
8 to support the study of these corridors and
9 identify the types of infrastructure improvements
10 that are needed along those corridors to improve
11 the speed and reliability of that service.

12 CDOT is a critical partner, not just in
13 Better Streets For Bus, but as we think about
14 everything that's happening on the street. I want
15 to note that when we do street redesign or
16 resurfacing, CTA is often heavily engaged with
17 CDOT in how they're making decisions about the
18 street.

19 So as CDOT is prioritizing bike lanes and
20 other investments that they're making, CTA is at
21 the table advocating for bus and advocating for
22 something that ensures the safety of our
23 pedestrians, our riders, and really does work to
24 speed up bus service.

1 We also do work with CDOT on transit
2 signal prioritization. This is more of a
3 technology piece, but it is something that we
4 really work hand in glove with CDOT on.

5 And transit signal prioritization, or TSP,
6 provides infrastructure to adjust signal timing.
7 So as you think about, you know, a bus pulling up
8 to a streetlight that has TSP, it can send a
9 signal to the streetlight saying hold a couple
10 more seconds so I can get through the light. And
11 so that just allows us to stay on schedule,
12 especially, it supports any type of buses running
13 behind schedule.

14 And for TSP, we currently have it launched
15 on Western, South Ashland, and Jeffery. And we're
16 looking to do some additional investments along
17 Ashland from Cermak to Irving Park. And that is
18 expected to start in 2024 and run through early
19 2025.

20 We're also developing what we call the
21 next gen of TSP. And that's really about a
22 centralized TSP and looking at more corridors and
23 more ways that we can improve TSP across the city.

24 And as you think of centralized TSP, it's

1 something where you would need to update all of
2 the streetlights throughout the city in order to
3 provide that priority for the bus instead of doing
4 -- what we do now is we have to go basically
5 street by street, intersection by intersection.

6 Accessibility. Accessibility is a
7 critical component of our bus service. And
8 there's really two key pieces that we've started
9 to work on and we're looking for additional
10 investments on.

11 The first larger picture here, we partner
12 with CDOT to achieve accessibility improvements at
13 key bus stops targeting 100 bus stops annually.
14 So what that means is improving boarding pads, it
15 means -- excuse me -- extending the bus stop so
16 that it's more accessible.

17 And we have a really strong partnership
18 with CDOT and have been committed. And CDOT is
19 updating bus stops at about 100 bus stops each
20 year. This is throughout the City of Chicago.
21 And then we also do work with our partners in
22 Evanston as well to ensure that all of our bus
23 stops are accessible to our riders.

24 Next, we also do -- have been expanding

1 tactile bus stop signage. Here, in the lower
2 corner here, that big bus stop sign that you see
3 here has Braille. It is a tactile bus sign.
4 We've installed 2,000 signs to date. That's
5 across 16 routes throughout the city. And we are
6 working to install it network-wide, so across
7 every single bus stop that we have in the city,
8 over the next two years.

9 This is just one investment that we're
10 making in bus stops. And we'll talk a little bit
11 later about what we're doing around digital bus
12 stop signage.

13 The tactile bus stops has been a great
14 partnership that we've done with our ADA Advisory
15 Committee, but we do know that there's more that
16 we can do here. And so we really see this as a
17 downpayment on that investment to improve
18 accessibility of the bus stops and we'll continue
19 to look to expand it.

20 So bus technology. There's a lot
21 happening on this slide, a lot of different
22 things, but I'll sort of walk through it at a
23 quick level.

24 So the top picture here that says Franklin

1 on it, that is a new digital signage that we have
2 on our buses. That is being installed on all new
3 buses entering our fleet.

4 And what that is doing is it provides more
5 information to the rider about the upcoming bus
6 stops. It can also help show transfer points.
7 And you can see here it says Washington and
8 Franklin and below it it says where you might be
9 able to connect and transfer to another bus or
10 another train.

11 It does not replace the audio
12 announcements, so we will continue to have audio
13 announcements on the bus announcing the next bus
14 stop, but this is also an easier way, a more
15 holistic way, to view for the riders what's
16 happening on their stop.

17 As I mentioned, we're also looking to
18 pilot digital bus stop signage with expanded
19 information. So we have the metal bus stop signs
20 and we have the tactile bus stop signs. We're
21 looking to expand and put digital bus stop signage
22 at key bus stops throughout the city that will
23 enhance accessibility. So it can do
24 text-to-speech, it can do alerts.

1 We're really looking to expand that. And
2 you can see in that lower left corner picture
3 here, that's just one example of what's -- what we
4 may be looking to pilot.

5 In the right corner there, that is our
6 active detection collision avoidance system. That
7 is a system that we have deployed on all of our
8 new buses as well that helps operators become more
9 aware of pedestrians, bikes, and scooters.

10 All of you who drive, you're very
11 familiar, most cars now have that in their systems
12 now to tell you when someone might be in your
13 blind spot. This is a very similar approach. And
14 it gives the operators more information around
15 potential vulnerable users, helps them to respond
16 to what's happening on the street.

17 We also have ongoing enhancements to bus
18 tracker. Most importantly, this includes adopting
19 the industry standard, GTFIS-RT feed. This is
20 going with -- away from our APIs, which is a
21 proprietary solution that we've launched that all
22 the third parties have to figure out how to read.
23 We kind of have to give them instructions in order
24 to read it. And that does cause some challenges

1 that we've seen in our third-party tracking apps.

2 So we want to move to a GTFIS-RT because
3 that is more accurate and third parties really
4 understand how to utilize that because it is an
5 industry standard.

6 The next piece of this is disruption
7 management. And disruption management is a tool
8 that we are launching. The technology department
9 under Caroline Gallagher is leading this effort
10 with support from my team and others around how do
11 we better communicate to riders about alerts.

12 So if there's a reroute, if there's a
13 special event, how do we have better
14 communications with our riders around bus service
15 so that they can make good decisions and that
16 they're not standing at a bus stop that we're not
17 going to service and they're not aware of it.

18 We do publish alerts as it is today, but
19 it's not very dynamic, and it's a little hard for
20 riders to understand. So through this tool, we're
21 going to be able to better publish this
22 information for them.

23 The last one is new fareboxes. So our
24 fareboxes are 37, almost 38 years old. They are

1 an entirely mechanical system. And we are
2 transitioning those to a seamless integrated
3 system on the bus.

4 So our fareboxes previously didn't talk to
5 any other system on the bus. Now, we will be
6 integrating those fareboxes with Ventra. It will
7 also be integrated with our CAD ADL system. And
8 so that there is a single sign-on for the
9 operator, operator has less screens in front of
10 them, a more seamless experience for the operator,
11 but, importantly, as well, a more seamless way for
12 cash-paying riders.

13 We find a good majority of our cash-paying
14 riders are tourists or students. And so those are
15 individuals that maybe are not as familiar with
16 our system, they haven't been riding for a long
17 period of time, so we want to make sure that that
18 farebox is easy for them to use and a seamless
19 experience.

20 So the last couple of things that I want
21 to talk about is -- we went through a kind of a
22 laundry list of everything we're doing around bus,
23 but there's really transformational projects that
24 will have huge impacts not just on an individual

1 rider and the individual experience of a rider but
2 will have a transformational impact on the city as
3 a whole.

4 The first is North DuSable Lake Shore
5 Drive. CTA has been working with the Chicago
6 Department of Transportation, CDOT, and the
7 Chicago Park District for probably eight to ten
8 years -- I might be underselling it; it might be a
9 little bit longer than that -- to identify how do
10 we transform Lake Shore Drive to a corridor that
11 can serve bus riders, vehicular traffic,
12 pedestrians, and address some of the safety
13 concerns that exist on North DuSable Lake Shore
14 Drive.

15 I want to note that North DuSable Lake
16 Shore Drive is CTA's highest bus corridor. So we
17 have the most bus riders on that corridor than any
18 other area of the city. And you can see in the
19 map here, you can see that intense concentration
20 of riders in that sort of salmony pink color along
21 the lakefront.

22 It is seven routes on Lake Shore Drive
23 that are serviced. And that actually makes North
24 DuSable Lake Shore Drive to carry more people than

1 a Metra rail line. So it is a high ridership
2 corridor. It's an important corridor for us. And
3 we are partnering with the Park District and CDOT
4 to launch some investments on how do we ensure
5 that North DuSable Lake Shore Drive can deliver
6 for the key users.

7 And I want to note something that Mayor
8 Johnson's transition report has said about DuSable
9 Lake Shore Drive, which is prioritizing the
10 movement of people, not cars. And that's really
11 what we are working on CDOT and with the Chicago
12 Park District to ensure that we can focus on
13 moving people and not moving cars along North
14 DuSable Lake Shore Drive.

15 The final transformational project is
16 e-bus. We've talked about this a lot with the
17 Board. And the Board is familiar with this. We
18 launched a study in 2022 called Charging Forward
19 that laid out the path for a full electrification
20 of our bus system in 2040.

21 There's key benefits of electrification.
22 I think the most important is limiting the health
23 impacts of diesel emissions. It also can reduce
24 or reliance on fossil fuels. It also just ensures

1 that an already sustainable system, right, CTA is
2 already a more sustainable, more environmentally
3 friendly way to get around the city than everyone
4 driving their own personal vehicle, we're able to
5 make that even greener.

6 With any transformation that involves
7 1,900 buses and 127 bus routes, there's really key
8 challenges. And the two, really, biggest key
9 challenges is sufficient funding. It is a mandate
10 that we want to deliver by 2040 to be all
11 electric.

12 In order to do that, that does require a
13 significant amount of funding and power upgrades
14 from ComEd and others. And that is something that
15 we continue to work through and continue to look
16 to identify the funding to achieve electric buses.

17 And then something that President Carter
18 has been leading from a national standpoint is
19 vehicle supply. How do we ensure that we can have
20 enough vehicles supplying the e-bus demand?

21 CTA is not the only one looking to be full
22 electric by 2040. I think every transit agency in
23 the country is pretty much looking to be all
24 electric by 2040. And it's not like there is a

1 huge amount of bus manufacturers in the country in
2 order to deliver that. And so that is a key
3 challenge for us as we continue to look to
4 electrify our fleet.

5 And then I would just note, you know, we
6 all saw the news about Tesla and what happens in
7 cold weather to battery range. This is similar
8 things that we have to work through from a CTA
9 side. And, you know, we do prioritize that ahead
10 of time. We've thought about it, obviously, since
11 we operate in cold weather, so we're aware of it.
12 But, you know, cold weather does have an impact on
13 battery range.

14 Lastly, I just want to comment on
15 something that President Carter has been working
16 on. He participated in a roundtable on clean bus
17 manufacturing. He's been working with the heads
18 of major transit agencies from across the country,
19 including New York, LA, Philadelphia, and others.

20 And there's a real conversation that's
21 happening with the White House Climate Policy
22 Office as well as the transit industry as a whole,
23 both from the operator side as well as the FTA
24 side, of how do we start to build that capacity in

1 the U.S. around manufacturing of clean buses and
2 ensuring that we're able to keep up with that
3 demand.

4 And I think CTA being at the forefront and
5 leading that effort is critically important
6 because in order to deliver on our strategy, we
7 have to make sure that there's capacity throughout
8 the country in order to deliver.

9 Okay. That is my last slide. I'm going
10 to go back to just this slide because I like it.
11 With that, I am happy to take any questions that
12 you have from the Board on our bus approach or
13 questions about any of the projects that I walked
14 through.

15 CHAIRMAN BARCLAY: Any questions from
16 Board members?

17 MS. GREENLEE: Director Jha.

18 DIRECTOR JHA: Do you have any update in
19 terms of a plan for 2040 working backwards?

20 MS. POPPE: On the e-bus?

21 DIRECTOR JHA: Yeah. Because, I mean,
22 obviously, the mass infrastructure involved around
23 bus availability, are we able to start to project
24 out it's going to go delayed by five years or ten

1 years or, you know, are we going to be able to
2 meet that goal?

3 PRESIDENT CARTER: So we have a plan, to
4 answer your question, yes. Charging Forward, that
5 lays out sort of the complexities of what it takes
6 for us to get to a full electric fleet.

7 The issue that's planned and contemplated
8 is what's happened with the bus manufacturing
9 industry. Nine years ago, there were ten bus
10 manufacturers providing buses. Today, there are
11 two. Yes.

12 What the impact of that's going to be on
13 not just my plan but everybody else's plan
14 throughout the country is a big part of the
15 conversation I'm engaged in right now and
16 certainly will impact what we're talking about in
17 terms of our overall commitment to making our
18 fleet completely zero emissions free.

19 But, yes, before we started down this
20 process, we brought in an outside consultant to
21 really look at the complexities of what it takes,
22 not only -- you know, buying the buses is the
23 easiest part of this conversation.

24 The more difficult part is building out

1 the charging infrastructures and retrofitting our
2 garages and working with the utility companies to
3 ensure that they have the capacity to support the
4 electric grid that we're going to need in order to
5 operate our vehicles.

6 That is also a big part of the
7 conversation we're having with the White House
8 right now of bringing those additional resources
9 from the Department of Energy, the Department of
10 Commerce, and others to really make sure that all
11 components of what are necessary to make this work
12 are in place in order to allow us to achieve our
13 goals.

14 DIRECTOR JAKES: So then, President
15 Carter, with that -- with the White House knowing
16 what the aim is, Charging Forward, are they not
17 looking to put money behind Charging Forward?

18 PRESIDENT CARTER: Well, that's one of the
19 conversations we're having with them. There's
20 been a level of funding to buy buses. There needs
21 to be more funding to support buses. There needs
22 to be more funding to support the infrastructure.

23 And part of that may not necessarily be
24 from the Department of Transportation. It may be

1 from the Department of Energy or other programs
2 that actually have funding to support this that
3 will allow us to accomplish our goals.

4 But the coordination of all those efforts
5 really starts in the White House. And to their
6 credit, they invited us to talk to them about the
7 challenges that we're facing so that they could
8 better support what we need to get the goals done.

9 And, certainly, during that conversation,
10 they certainly expressed their desire to want to
11 make sure that we were getting access to the
12 resources and the coordination that we need across
13 all governmental agencies to support the ultimate
14 outcome that we're all trying to achieve.

15 CHAIRMAN BARCLAY: So in light of what
16 you've said, President Carter, is 2040 realistic?

17 PRESIDENT CARTER: I don't have an answer
18 for that yet. That's part of what we have to
19 figure out and understand given what's happened in
20 this industry, given what the current capacity is,
21 you know, for the existing manufacturers, and
22 given what may happen to try to bring more
23 manufacturers back into the market.

24 A lot of what I've been working on in the

1 task force is putting forth a number of
2 recommendations that the manufacturers have
3 identified to us that we have within our control
4 to address that can hopefully make the market much
5 more welcoming for other entrants. It involves
6 issues around progress payments, indexing of
7 prices, and things of that nature that are things
8 that I've discussed with my procurement office and
9 with our legal counsel.

10 And part of what I'm doing right now is
11 having those conversations with my fellow CEOs to
12 make sure that we understand if we're going to get
13 to where we want to be as an industry, we're going
14 to have to change the way we've conducted the --
15 the process by which we've purchased buses in the
16 past.

17 There's also a big conversation around
18 customization. A lot of bus companies are very
19 upset at the level of customization that occurs
20 for each bus other. And that, obviously
21 increases, their cost of production and ultimately
22 impacts their ability to deliver on the projects
23 that we have, particularly, when you add all the
24 technology.

1 I mean, you heard Molly talk about just a
2 portion of the new technology on our buses today.
3 Our buses are like rolling computers. You know,
4 and while you are used to seeing that if you're
5 buying a personal vehicle, what you're not used to
6 is being able to tell the manufacturer what you
7 want on that vehicle.

8 In other words, if you were to buy a Ford
9 and you basically looked at the navigation system
10 that's on the Ford and said, you know what, I
11 don't like that navigation system, I want you to
12 put this special custom navigation system in my
13 car, Ford would tell you to go pound sand.

14 In our industry, our manufacturers say,
15 sure, we'll do that for you. And that has
16 resulted in a level of customization that, quite
17 honestly, has gotten to the point where we're not
18 getting necessarily what we need; we're getting
19 what we want. And that doesn't necessarily result
20 in the best outcomes both in terms of the quality
21 of what we get, the timeliness of what we get,
22 and, ultimately, the cost of what we get.

23 Because we're paying for this in ways that
24 have shown -- the price of a vehicle here in the

1 United States is significantly higher than the
2 price you would pay for a similar vehicle in
3 another country. And a lot of that has to do with
4 the requirements that we put on our manufacturers,
5 the way we procure our buses, and the
6 customizations that we ask as part of that
7 process.

8 So part of what I hope comes out of this
9 effort is not only the increase in the number of
10 manufacturers to meet our future demand, but also
11 a reduction in the costs, which means the money
12 that I do have can buy more buses, ultimately,
13 allowing us to get to the goal that we want to get
14 to as quickly as possible.

15 DIRECTOR MILLER: Thank you, Molly. And,
16 you're right, I believe that the bus is an
17 underdog, overlooked, 58 percent. But thank you
18 for this information and, yeah, the buses are
19 moving.

20 President Carter, did I hear you say that
21 it started out with ten and the manufacturers are
22 down to two?

23 PRESIDENT CARTER: Correct.

24 DIRECTOR MILLER: And does that come from

1 the White House? How do we get back up to ten or
2 get it -- we've got to go beyond two.

3 PRESIDENT CARTER: Yeah. No. I think
4 everybody agrees that we need more than two. I,
5 you know, should point out, when I say two, there
6 are two and there's one in bankruptcy that may or
7 may not ultimately resolve its issue.

8 The one in bankruptcy, just for full
9 disclosure, is the bus manufacturer that we're
10 buying our buses from, Proterra, right now.

11 So, you know, Kent and the legal team are
12 very much involved in the bankruptcy discussions
13 and are following that very closely. We still
14 have a number of buses that they owe us as part of
15 our contract that we want to be sure we receive
16 because, obviously, that would impact the game
17 plan for what we're doing in terms of our overall
18 commitment.

19 But, yeah, part of the conversations with
20 the White House is around what can we do to remove
21 barriers to allow entry of more companies to come
22 into the market, obviously, creating -- not only,
23 you know, more buses for us, but more jobs in the
24 United States, which is also a plus from the

1 administration standpoint.

2 And they're committed to helping us really
3 look at what they can do to support that effort.
4 We've given a number of recommendations in our
5 broader plan of things that they can be looking at
6 to do to help with that that really can only
7 happen at the level of the White House or in
8 Congress through legislation that can allow more
9 companies to come into the market to support our
10 needs.

11 MS. GREENLEE: Director Lee.

12 DIRECTOR LEE: Thanks, Molly. I really
13 appreciate it. As you know, I'm a big fan of
14 buses. I ride them more often than the train. So
15 I'm just really looking forward to all the
16 improvements especially around accessibility.
17 Thanks.

18 MS. POPPE: One thing I just want to build
19 off what President Carter was saying is there's
20 the federal leadership that's happening, but
21 there's also conversations that happen in the
22 state as well.

23 The state has a role to play as well in
24 how we work with ComEd as our utility provider and

1 how they update the grid. And so I think all of
2 those conversations that we're involved in both at
3 the federal level and at the state level are
4 critically important to ensure that this gets
5 funded. Because it is a huge Band-Aid and
6 something that does require a lot of support from
7 both state and federal government.

8 DIRECTOR JAKES: And, Michelle, we're
9 working now to acquire more power, correct?

10 MS. CURRAN: Yes. We have -- we have an
11 RFP going out on the street to put in place a new
12 power contract because our current power contract
13 ends at the end of 2024. And that's for the
14 purchasing power, the supply. ComEd delivers the
15 power.

16 DIRECTOR JAKES: Okay. Thank you.

17 CHAIRMAN BARCLAY: Thank you.

18 MS. POPPE: Thank you, Chairman.

19 PRESIDENT CARTER: That concludes our
20 report.

21 CHAIRMAN BARCLAY: Thank you, President
22 Carter. Our next order of business is the
23 approval of the minutes of the regular Board
24 meeting of January 18th, 2024. May I have a

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1 motion to approve?

2 DIRECTOR MILLER: So moved.

3 DIRECTOR JHA: Second.

4 MS. GREENLEE: It's been moved by Director
5 Miller, seconded by Director Jha that the minutes
6 from the regular Board meeting of January 18th,
7 2024, be approved. We'll take a roll call vote.

8 Director Lee.

9 DIRECTOR LEE: Yes.

10 MS. GREENLEE: Director Miller.

11 DIRECTOR MILLER: Yes.

12 MS. GREENLEE: Chairman Barclay.

13 CHAIRMAN BARCLAY: Yes.

14 MS. GREENLEE: Director Jakes.

15 DIRECTOR JAKES: Yes.

16 MS. GREENLEE: Director Jha.

17 DIRECTOR JHA: Yes.

18 MS. GREENLEE: Chairman Barclay, the
19 motion passes.

20 CHAIRMAN BARCLAY: Our next order of
21 business is executive session. It's my
22 understanding, Kent, that there is an executive
23 session today?

24 MR. RAY: Yes, Chairman. The Board will

1 move into closed session pursuant to the Illinois
2 Open Meetings Act Section 2(c), subsections 2, 11,
3 and 21.

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

7 DIRECTOR MILLER: So moved.

8 DIRECTOR JHA: Second.

9 MS. GREENLEE: It's been moved by Director
10 Miller, seconded by Director Jha that we recess
11 into executive session. We'll take a roll call
12 vote.

13 Director Lee.

14 DIRECTOR LEE: Yes.

15 MS. GREENLEE: Director Miller.

16 DIRECTOR MILLER: Yes.

17 MS. GREENLEE: Chairman Barclay.

18 CHAIRMAN BARCLAY: Yes.

19 MS. GREENLEE: Director Jakes.

20 DIRECTOR JAKES: Yes.

21 MS. GREENLEE: Director Jha.

22 DIRECTOR JHA: Yes.

23 MS. GREENLEE: The motion to recess into
24 executive session passes.

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1 (Whereupon, the Board entered executive
2 session from 10:59 a.m. to 11:36 a.m.)

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

5 DIRECTOR MILLER: So moved.

6 DIRECTOR LEE: Second.

7 MS. GREENLEE: It's been moved by Director
8 Miller, seconded by Director Lee that we return to
9 open session. We'll take a roll call vote.

10 Director Jha.

11 DIRECTOR JHA: Here.

12 MS. GREENLEE: Chairman Barclay.

13 CHAIRMAN BARCLAY: Yes.

14 MS. GREENLEE: Director Miller.

15 DIRECTOR MILLER: Yes.

16 MS. GREENLEE: Director Lee.

17 DIRECTOR LEE: Yes.

18 MS. GREENLEE: The motion passes.

19 CHAIRMAN BARCLAY: We will now address
20 Board agenda item 5(A). Kent.

21 MR. RAY: Thank you, Chairman. In item
22 5(A), the Board reviewed the closed session
23 meeting minutes from January the 18th, 2024.

24 CHAIRMAN BARCLAY: Thank you, Kent. May I

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1 have a motion to approve the closed session
2 minutes for January 18th, 2024?

3 DIRECTOR MILLER: So moved.

4 DIRECTOR JHA: Second.

5 MS. GREENLEE: It's been moved by Director
6 Miller, seconded by Director Jha that we approve
7 the closed session minutes from January 18th,
8 2024. We'll take a roll call vote.

9 Director Jha.

10 DIRECTOR JHA: Yes.

11 MS. GREENLEE: Director Jakes.

12 DIRECTOR JAKES: Yes.

13 MS. GREENLEE: Chairman Barclay.

14 CHAIRMAN BARCLAY: Yes.

15 MS. GREENLEE: Director Miller.

16 DIRECTOR MILLER: Yes.

17 MS. GREENLEE: Director Lee.

18 DIRECTOR LEE: Yes.

19 MS. GREENLEE: The motion to approve the
20 minutes from the closed session passes.

21 CHAIRMAN BARCLAY: We will now address
22 Board agenda item 5(B). Kent.

23 MR. RAY: Thank you, Chairman. In
24 connection with Board agenda item 5(B), the Board

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1 reviewed the recommendation by counsel to approve
2 an ordinance ratifying two memoranda of agreement
3 with the Amalgamated Transit Union, Local 241.

4 CHAIRMAN BARCLAY: Thank you, Kent. May I
5 have a motion to approve an ordinance ratifying
6 two memoranda of agreement with the Amalgamated
7 Transit Union, Local 241?

8 DIRECTOR MILLER: So moved.

9 DIRECTOR JHA: Second.

10 MS. GREENLEE: It's been moved by Director
11 Miller, seconded by Director Jha that the Board
12 approve the agreement with Amalgamated Union 241.
13 We'll take a roll call vote.

14 Director Jha.

15 DIRECTOR JHA: Yes.

16 MS. GREENLEE: Director Jakes.

17 DIRECTOR JAKES: Yes.

18 MS. GREENLEE: Chairman Barclay.

19 CHAIRMAN BARCLAY: Yes.

20 MS. GREENLEE: Director Miller.

21 DIRECTOR MILLER: Yes.

22 MS. GREENLEE: Director Lee.

23 DIRECTOR LEE: Yes.

24 MS. GREENLEE: The motion passes.

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1 CHAIRMAN BARCLAY: We will now address
2 Board item agenda 5(A) -- 5(C). I'm sorry. Kent.

3 MR. RAY: Thank you, Chairman. In
4 connection with Board agenda item 5(C), the Board
5 reviewed the recommendation by counsel to approve
6 a settlement in the matter of Nicholas Romano v.
7 the Chicago Transit Authority in the Circuit Court
8 of Cook County. Case No. 2020 L 008542 in the
9 amount of \$900,000.

10 CHAIRMAN BARCLAY: Thank you, Kent. May I
11 have a motion to approve a settlement in the
12 matter of Nicholas Romano v. Chicago Transit
13 Authority in the Circuit Court of Cook County,
14 case No. 2020 L 008542, in the amount of \$900,000?

15 DIRECTOR MILLER: So moved.

16 DIRECTOR JHA: Second.

17 MS. GREENLEE: It's been moved by Director
18 Miller, seconded by Director Jha that the
19 settlement agreement recommended by counsel in the
20 matter of Nicholas Romano v. the CTA in the amount
21 of \$395,000 be approved. We'll take a roll call
22 vote.

23 CHAIRMAN BARCLAY: I'm sorry. That will
24 be 9 --

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1 MS. GREENLEE: \$900,000. Oh, yes. Big
2 difference. \$900,000 will be approved. We'll
3 take a roll call vote.

4 Director Jha.

5 DIRECTOR JHA: Yes.

6 MS. GREENLEE: Director Jakes.

7 DIRECTOR JAKES: Yes.

8 MS. GREENLEE: Chairman Barclay.

9 CHAIRMAN BARCLAY: Yes.

10 MS. GREENLEE: Director Miller.

11 DIRECTOR MILLER: Yes.

12 MS. GREENLEE: Director Lee.

13 DIRECTOR LEE: Yes.

14 MS. GREENLEE: The motion to approve the
15 settlement passes.

16 CHAIRMAN BARCLAY: We will now address
17 Board agenda item 5(D). Kent.

18 MR. RAY: Thank you, Chairman. Finally,
19 in connection with Board agenda item 5(D), the
20 Board reviewed the recommendation by counsel to
21 approve a settlement in the matter of Lionel Kelly
22 v. Chicago Transit Authority pending in the United
23 States District Court for the Northern District of
24 Illinois, Case No. 20-CV-2881, in the amount of

1 \$395,000.

2 CHAIRMAN BARCLAY: Thank you, Kent. May I
3 have a motion to approve a settlement in the
4 amount of -- in the matter of Lionel Kelly v.
5 Chicago Transit Authority in the United States
6 District Court for the Northern District of
7 Illinois, case No. 20-CV-2881, in the amount of
8 \$395,000?

9 DIRECTOR MILLER: So moved.

10 DIRECTOR JHA: Second.

11 MS. GREENLEE: It's been moved by Director
12 Miller, seconded by Director Jha to approve the
13 settlement matter recommended by counsel--
14 settlement recommended by counsel in the matter of
15 Lionel Kelly v. the Chicago Transit Authority in
16 the United States District Court for the Northern
17 District of Illinois. We'll take a roll call
18 vote.

19 Director Lee.

20 DIRECTOR LEE: Yes.

21 MS. GREENLEE: Director Miller.

22 DIRECTOR MILLER: Yes.

23 MS. GREENLEE: Chairman Barclay.

24 CHAIRMAN BARCLAY: Yes.

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1 MS. GREENLEE: Director Jakes.

2 DIRECTOR JAKES: Yes.

3 MS. GREENLEE: Director Jha.

4 DIRECTOR JHA: Yes.

5 MS. GREENLEE: The motion passes.

6 CHAIRMAN BARCLAY: We'll now address Board
7 agenda item No. 6. Board matters. Georgette, do
8 we have any Board matters today?

9 MS. GREENLEE: No. Chairman Barclay, we
10 have no Board matters today.

11 CHAIRMAN BARCLAY: Our next order of
12 business is a report from the Committee on
13 Finance, Audit, and Budget, which will be
14 presented by Director Jakes.

15 DIRECTOR JAKES: Chairman Barclay, the
16 Committee met earlier this morning and approved
17 the January 18th, 2024, Committee minutes and
18 reviewed the finance report. The Committee
19 reviewed three ordinances.

20 One, review of an ordinance authorizing an
21 update to Ordinance No. 023-118 to authorize up to
22 9 million for stipends to encourage proposals for
23 the Red Line Extension project design-build
24 contract.

1 Two, review of an ordinance authorizing a
2 lease of property located at 11203 South Corliss
3 Avenue, Chicago for the Red Line Extension
4 project.

5 Three, review of an ordinance authorizing
6 a first amendment to a license agreement with
7 Christ Temple Missionary Baptist Church for
8 property located at 57 West 95th Street, Chicago.

9 The Committee also reviewed nine
10 contracts. The Committee placed the three
11 ordinances and nine of the contracts on the
12 omnibus. The Committee approved and recommended
13 for Board approval three ordinances and the nine
14 contracts and we got out at 10:00. That concludes
15 my report.

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

18 DIRECTOR MILLER: So moved.

19 DIRECTOR JHA: Second.

20 MS. GREENLEE: It's been moved by Director
21 Miller, seconded by Director Jha to approve the
22 omnibus. We'll take a roll call vote.

23 Director Jha.

24 DIRECTOR JHA: Yes.

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1 MS. GREENLEE: Director Jakes.

2 DIRECTOR JAKES: Yes.

3 MS. GREENLEE: Chairman Barclay.

4 CHAIRMAN BARCLAY: Yes.

5 MS. GREENLEE: Director Miller.

6 DIRECTOR MILLER: Yes.

7 MS. GREENLEE: Director Lee.

8 DIRECTOR LEE: Yes.

9 MS. GREENLEE: The motion passes.

10 CHAIRMAN BARCLAY: Our next order of
11 business is the construction report from Bill
12 Mooney, our chief infrastructure officer, and
13 JuanPablo Prieto, our director of diversity
14 programs.

15 MR. MOONEY: Good morning. Bill Mooney,
16 your chief infrastructure officer. And I'm joined
17 by --

18 MR. PRIETO: Good morning. JuanPablo
19 Prieto, director of diversity programs.

20 MR. MOONEY: We are here with your monthly
21 construction update. We will begin where we
22 normally do, our CDOT Lake Damen station project.
23 I'll put forward a couple pictures. I think this
24 first one is great. It really gives you the sense

1 of the site.

2 So this would be looking northwest on
3 Damen towards the new stationhouse. You can see
4 the new stationhouse out in the back. There will
5 be a fully enclosed glass station house, as well
6 as that main tower that connects, you know, the
7 two platforms and that bridge that will be coming
8 up in the upcoming months as well as the elevators
9 that go in that facility will be going through
10 that tower. You can kind of get the scale of the
11 site.

12 And in the background, you can see the
13 other elevator tower that showed up, so that
14 bright green element in the background is the
15 elevator tower and stair connection for that
16 bridge. It's a really, really cool architectural
17 piece if you come up on it from street level.
18 It's really stunning. It will really be a great
19 station identifier.

20 Here, you can see some of the interior
21 finishes that are coming together. The station is
22 quickly coming to wrap up. It will be opening
23 later this summer. You can see the fine wood
24 finished ceilings here and you can also start to

1 see some of that platform level. This is at the
2 mezzanine on that platform level.

3 And here's that tower I mentioned a minute
4 ago with the elevator tower. It really is a
5 stunning kind of feature. You can see the stairs
6 connecting off that elevator tower ultimately down
7 to the platform as well. That bridge that will
8 connect the two platforms goes right in between
9 those two structures there. And that should be
10 coming up. You'll see that in the next couple of
11 months.

12 And here you can see kind of the finished
13 platform elements. So most of the precast
14 platform is in place. You're starting to get the
15 canopy, some of the lighting elements coming in as
16 well. And you can see some of those finishes
17 there.

18 Our next project is our nonrevenue rail
19 vehicle maintenance facility. It's quickly coming
20 to conclusion. Most of the work here is on
21 finishes at this point. So here you can see some
22 electricians trimming out the wiring, putting in
23 plugs, things like that.

24 Here you can see kind of the mass of the

1 facility. They're doing some touch-up painting on
2 the overhead piping. You can see in the
3 background that aluminum silver kind of box is
4 actually a paint booth. So this facility will
5 allow them to actually paint the equipment on site
6 there.

7 Here are some of the bathrooms trim-outs.
8 So you don't often think about locker rooms being
9 some of the more important parts of our
10 facilities, but, really, for the employees they
11 are one of the most important parts of the
12 facilities and they've got some really nice
13 finishes here in the final finish.

14 This is quickly coming together. We're
15 starting to build the track that will connect this
16 facility to the rest of the railroad as we speak.
17 In the upcoming couple of months, we'll be talking
18 about the opening.

19 And here's that interior view so you can
20 kind of that finished product look on the inside.
21 It is a massive facility. I don't think I can
22 ever say that enough. I was out there Friday
23 walking through. And every time I go through the
24 building, it's just astonishing how big this

1 building is.

2 Moving on to Barry, Damen, and Canal.

3 Here, you can see the exterior of Damen substation

4 on the outside picture. This is a black brick

5 facade with a galvanized finished steel.

6 Ultimately, where that wood is the glass

7 enclosures that will be able to be seen from the

8 station into the building itself. It will be a

9 really neat kind of feature. I've talked about it

10 a couple times.

11 Most of the exterior finishes are in

12 place. They're getting ready to start installing

13 the glass. The building was enclosed prior to

14 winter, so they've been able to actually do

15 painting inside. So they've been able to provide

16 some nominal heat, be able to get the facility

17 painted and starting to prep for the equipment to

18 come in in the upcoming couple of months.

19 Here at -- this is over at Haymarket, just

20 down the block from here. So all the new

21 equipment is in place here. Here, you can see

22 them connecting the cables that ultimately go out

23 of the facility down the street up to the Green

24 Line. So this ultimately is bringing a new feed

1 to the Green Line that then gets transferred to
2 the new breaker house down in the subway. This is
3 the Canal breaker house. So we're borrowing power
4 off the Green Line to share on the Blue Line to
5 increase capacity there.

6 I showed you a couple months ago this
7 little building being built in the subway, we
8 brought in a bunch of pieces over a weekend. Here
9 you can see them starting to build out the
10 building itself, bringing in the rest of the
11 equipment, and prepping kind of all the cabling
12 connections they need to make in that building as
13 they put all those pieces together.

14 And here's Barry. So you can see the full
15 framework. All the steel is up in the air now.
16 So the actual building shape is fully formed.
17 They're starting to finish all the concrete pours
18 for all the floors. And in the upcoming, you
19 know, months, you'll start seeing the brick facade
20 coming in place and then you'll see some similar
21 finishes starting to go on as we're seeing in
22 Damen.

23 Damen is probably about three months ahead
24 of Barry at this point. Both of them are expected

1 to be online by the end of the year at the
2 conclusion of this.

3 And the Red/Purple modernization project
4 continues forward. Last month, I talked about the
5 transition on the Red/Purple bypass area in what
6 we call MM2 to MM3. Now we are fully running on
7 that new structure and now all the old structure
8 is gone.

9 So now we are kind in that rebuild cycle.
10 They have demolished everything. We started this
11 past Friday a 45-day closure of Clark Street. And
12 when we built the first phase here, we had to do
13 all of our work over that corridor in between Cubs
14 games over the summer. So we worked with the
15 community to come up with a better plan for this
16 season.

17 We're going to get all our work out of
18 that footprint ahead of the season coming up and
19 we'll be out of the way for a home opener in
20 April. And then we won't have any closures for
21 Clark Street at all for the summer. So that's a
22 really big gain for both the community and us. It
23 is a little bit of an acceleration on the project,
24 but it's really, I think, the best benefit for

1 everybody.

2 Here you can see we actually demoed across
3 Clark Street in one of the most recent weekends
4 and you get the sense of what the final finish is
5 going to be there with that new structure in place
6 with the historical structure gone.

7 Going up to Lawrence/Bryn Mawr area, so
8 we've got stations coming up out of the ground.
9 Here you can see the elevator pit and some of the
10 foundational work for the Bryn Mawr station. This
11 is the first one kind of that's -- everything else
12 in this project we've kind of worked north to
13 south up at this corridor. And so Bryn Mawr being
14 the furthest north station, it is the one that has
15 two entrances and an exit, so one of the larger
16 platforms here, so you see some of that work going
17 in place.

18 And here is the deck pour. Last month, I
19 showed you some of the form work for this -- this
20 is at the far northern edge of the project where
21 the gantry launches from, and so you can see them
22 pouring that concrete deck finish there.

23 The gantry is scheduled to start arriving
24 on site next week. In the upcoming months, you'll

1 start to see an assembly of the windy city gantry.
2 We're really excited to get that going. And that
3 really moves the project forward. It's neat to
4 see it come together again and really see the buzz
5 of the work up there.

6 We'll talk about our outreach events. We
7 had our first of community meetings talking about
8 the Under-L Activation space. The Board took
9 action last summer to fully remove the embankment
10 in this area and reactivate this space as a
11 community-activated space.

12 We did two community meetings, once on
13 January 10th and one on January 11th at two
14 different parts of the corridor focusing on kind
15 of what's the wish list, right?

16 So we talked about the world of
17 possibilities, what was the best of interest in
18 the community. These were some of the best
19 attended community meetings I have ever
20 experienced in my entire career at the CTA. There
21 was over 250 people that came out to St. Ita's
22 Church on the 10th and over 150 people that came
23 out to Truman College. They were kind of the
24 bookends of the project corridor.

1 There was a lot of excitement. The
2 community is really, really excited about this
3 opportunity and what we can do with it. It was
4 really interesting. We brought on a specialty sub
5 to help us cultivate this work, a group called
6 Site Design Corporation. They are a DBE firm that
7 is supporting us in this operation.

8 And it was a unique opportunity to hear
9 people talk about what they would like to see
10 envisioned from babbling brooks to pathways to dog
11 parks to pickleball to parking. Everything you
12 could imagine was in conversation. And they had
13 lots of stickers where they could mark up maps
14 about where they would want to see things on block
15 by block. It's really unique. And each portion
16 of the block and community is a little different
17 in each of those pieces.

18 So from that, we're pulling all that
19 information together, which was an overwhelming
20 amount of input. Starting to see what the wish
21 list is, what's possible, and we'll be coming back
22 with some of those opportunities talking about the
23 future community meetings as well as with the
24 Board about kind of what the vision is. So you'll

1 see some of that coming together in the upcoming
2 months.

3 And then we have kind of our standard
4 outreach that you see with the 44th Ward, the 46th
5 Ward, the 48th Ward, our regular touch-ins. We
6 regularly present to the ADA Advisory meeting,
7 which we did last month. We hold our virtual
8 office hours. And you can see the note about
9 these two public engagement opportunities for that
10 underground corridor area.

11 And then we had a regular participation
12 with the Lakeview East Chamber of Commerce in
13 preparation for this 45-day closure on Clark
14 Street. We do have a big support of the open for
15 business campaign while we do have that street
16 closure. Lots of signage, lots of fliers and
17 flags throughout the block highlighting the
18 businesses that are there.

19 We've been doing a lot of preparatory
20 advertising of those businesses to make sure that
21 they continue -- everyone understands they're
22 available, they can reach them, they're there. So
23 it's really an active time in the project and
24 really exciting to be a part of.

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

2 MR. PRIETO: Thanks, Bill.

3 On January 25th, we hosted our quarter one
4 workforce outreach event in the Red Line Extension
5 footprint. Over 150 attendees came out to the
6 Chicago Youth Center or CYC building in Altgeld
7 Gardens to learn about upcoming career
8 opportunities on CTA projects including RPM, RLE,
9 Forest Park rebuild, All Stations Accessibility,
10 and more.

11 Alderman Chico came out to the event as
12 well and delivered some remarks during the
13 presentation. The team did a really good job of
14 getting the word out so the community knew about
15 the event and showed up.

16 Most of the time, as usual, was reserved
17 for attendees to visit tables hosted by all of our
18 workforce partners, building trade unions, and CTA
19 contractors and subcontractors. CTA human
20 resources was also in attendance for those
21 interested in working directly for us.

22 Many community stakeholders were in
23 attendance and very happy with the information and
24 opportunities that we've brought to the far south

1 side.

2 As of the end of January, 119 unique DBEs
3 have been awarded over \$267 million on RPM between
4 the design and construction packages. 54 of those
5 119 are new to CTA. On the workforce side, as of
6 the end of January, 2,087 unique individuals have
7 worked over 1.5 million labor hours and earned
8 over \$91 million.

9 Now, I'd like to show you the next
10 installment of our monthly video series in which
11 we highlight RPM's ambitious workforce and DBE
12 inclusion programs.

13 Today, we'll hear from Daniel Castellanos,
14 our carpenter with Walsh-Fluor, the design-build
15 contractor on RPM. Daniel has worked over 6,400
16 hours on the project and earned over \$369,000
17 since 2021. As always, it's an honor to share
18 these stories on how CTA and RPM are improving the
19 lives of Chicagoans and their families.

20 MR. MOONEY: We'll be happy to take any
21 questions on any of the items we shared.

22 DIRECTOR JHA: No questions from me.
23 Thank you so much.

24 DIRECTOR JAKES: I love to see your face

1 when a project is complete. You just have this
2 glow.

3 MR. MOONEY: I love this stuff. This is
4 the best stuff in the world. It really is. I
5 have a great privilege to be able to do this
6 stuff.

7 DIRECTOR JAKES: And that was great
8 because I'm glad he was able to speak in his
9 native tongue.

10 You know, CTA has its challenges like any
11 other organization has challenges. But what I
12 love about CTA is that it represents what America
13 should be and what America should look like.

14 You know, so I'm glad he was speaking in
15 his native tongue. Thank you for showing that.

16 CHAIRMAN BARCLAY: Thank you very much.

17 MR. MOONEY: Thank you.

18 MR. PRIETO: Thank you.

19 CHAIRMAN BARCLAY: Our final order of
20 business is new business. Georgette.

21 MS. GREENLEE: There is no new business.

22 CHAIRMAN BARCLAY: Since there is no
23 further business to come before the Board, may I
24 have a motion to adjourn the Chicago Transit Board

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1 meeting of February 14th, 2024?

2 DIRECTOR MILLER: So moved.

3 DIRECTOR JHA: Second.

4 MS. GREENLEE: It's been moved by Director
5 Miller, seconded by Director Jha that the Chicago
6 Transit Board meeting of February 14th, 2024, be
7 adjourned.

8 Director Jha.

9 DIRECTOR JHA: Yes.

10 MS. GREENLEE: Director Jakes.

11 DIRECTOR JAKES: Yes.

12 MS. GREENLEE: Chairman Barclay.

13 CHAIRMAN BARCLAY: Yes.

14 MS. GREENLEE: Director Miller.

15 DIRECTOR MILLER: Yes.

16 MS. GREENLEE: Director Lee.

17 DIRECTOR LEE: Yes.

18 MS. GREENLEE: The motion passes.

19 CHAIRMAN BARCLAY: Thank you. The meeting
20 is adjourned. See you next month.

21 (Off the record at 11:58 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 16th day of February, 2024.



COURTNEY PETROS, RPR, CSR

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