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# Transcript of Committee on Finance, Audit and Budget

**Date:** November 15, 2023

**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, November 15, 2023

2:33 p.m.

Job No.: 510696

Pages: 1 - 87

Reported By: Courtney Petros, RPR, CSR

1 Meeting, held at:

2

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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

ROSA Y. ORTIZ

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 MS. GREENLEE: Good afternoon. My name is  
3 Georgette Greenlee. I'm secretary of the Chicago  
4 Transit Authority Transit Board.

5 This is the November 15th meeting for  
6 finance, audit, and budget for the committee on  
7 finance, audit, and budget.

8 I would just ask that whomever is at the  
9 door being our sergeant at arms would please close  
10 it, thank you, so that we're not competing with  
11 the hallway.

12 And, Director Jakes, we're ready.

13 VICE CHAIRMAN JAKES: Good afternoon. I  
14 would like call to order the November 15, 2023,  
15 meeting of the committee on finance, audit, and  
16 budget.

17 Georgette, would you please call the roll.

18 MS. GREENLEE: Yes.

19 Director Lee.

20 DIRECTOR LEE: Here.

21 MS. GREENLEE: Director Ortiz.

22 DIRECTOR ORTIZ: Here.

23 MS. GREENLEE: Director Miller.

24 DIRECTOR MILLER: Here.

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1 MS. GREENLEE: Director Jakes.

2 VICE CHAIRMAN JAKES: Here.

3 MS. GREENLEE: Chairman Barclay.

4 CHAIRMAN BARCLAY: Here.

5 MS. GREENLEE: Director Jakes, we do have  
6 a quorum.

7 VICE CHAIRMAN JAKES: Our first order of  
8 business is the approval of the committee minutes  
9 of October 13th, 2023.

10 May I have a motion to approve?

11 DIRECTOR ORTIZ: So moved.

12 DIRECTOR MILLER: Second.

13 MS. GREENLEE: It's moved by Director  
14 Ortiz and seconded by Director Miller that we  
15 approve the committee minutes of October 13th,  
16 2023. We'll take a roll call vote.

17 Director Lee.

18 DIRECTOR LEE: Yes.

19 MS. GREENLEE: Director Miller.

20 DIRECTOR MILLER: Yes.

21 MS. GREENLEE: Chairman Barclay.

22 CHAIRMAN BARCLAY: Yes.

23 MS. GREENLEE: Director Jakes.

24 VICE CHAIRMAN JAKES: Yes.

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1 MS. GREENLEE: Director Ortiz.

2 DIRECTOR ORTIZ: Yes.

3 MS. GREENLEE: The motion to approve the  
4 minutes passes.

5 VICE CHAIRMAN JAKES: Our next order of  
6 business is the finance report. Jeremy Fine.

7 MR. FINE: Good afternoon. I'm Jeremy  
8 Fine, your chief financial officer. And I'll walk  
9 through the results for September and year-to-date  
10 numbers.

11 On the next slide, you see the September  
12 revenues. September revenues are coming in  
13 essentially flat but slightly down to budgeted  
14 expectations. You know, this is primarily due to  
15 the impact of free and reduced fare rides during  
16 the Forest Park Blue Line project.

17 Reduced fare subsidy continues to come in  
18 expected as expected as does no nonfarebox totals.  
19 So, for the month, again, essentially flat,  
20 slightly down to budgeted expectations by about  
21 \$400,000.

22 On a year-to-date basis, on the next  
23 slide, you see fare and pass totals coming in  
24 almost \$10 million better than expected, you see

1 reduced fare subsidy coming in as expected, and  
2 nonfarebox totals coming in about \$3.6 million  
3 better than budgeted expectations. So, overall,  
4 on the year-to-date basis, we see about \$13.4  
5 million of positive variance to budget.

6 On the next slide, you see the expenses  
7 for the month of September. Next slide, please.  
8 So we see labor coming in about \$3 million to the  
9 positive. This has been reducing over the course  
10 of the year as our hiring efforts continue to ramp  
11 up.

12 Materials are essentially flat to budget.  
13 Fuel and power continue to be positive performers  
14 for us. Injuries and damages coming in as  
15 expected. And the security services, as we have  
16 increased our security throughout the system, that  
17 is coming in negative to budget by about \$3  
18 million.

19 Other expenses continue to be positive at  
20 about \$7.6 million. So, overall, for the month of  
21 September, we're about \$9.5, \$9.4 million  
22 favorable.

23 On the next slide, we see year-to-date  
24 numbers. You see, again, a positive variance on



1 labor. Essentially flat but slightly down on  
2 materials. Fuel and power, strong performers.  
3 Security services is negative to the -- negative  
4 variance to budget. And other expenses are  
5 positive by about \$27 million, which leaves us on  
6 a year-to-date basis about \$85 million to the  
7 positive with regard to our expenses.

8 On the next slide, you see our public  
9 funding. On the next slide, you see this for the  
10 month collections. We see sales tax and PTF  
11 continuing to be positive, but that is being  
12 offset, to some degree, by the negative drag from  
13 RET.

14 As interest rates have increased, we  
15 continue to see a dampening effect on, you know,  
16 the number of sales in the city, so that is coming  
17 in negative to budget. But, overall, for the  
18 month, we're about \$800,000 to the positive.

19 On the next slide, you see year-to-date  
20 numbers. And, again, dropping to the bottom line,  
21 we're about \$2.3 million to the positive on a  
22 year-to-date basis across the sales tax, PTF, RET,  
23 and PTF on RET line items.

24 On the next slide, you see our funding

1 relief draws. On the next slide, you can see that  
2 we're not drawing down any for the month. As you  
3 may recall, last month, we drew down more in  
4 anticipation of a potential shut down to the  
5 Federal Government. That, luckily, did not  
6 happen, but we did have those, quote, unquote,  
7 kind of reserves of excess draws last month that  
8 we're using for this month.

9 So we're using about 18 million of the 24  
10 million that we drew last month, and we'll use the  
11 balance of it to offset a portion of the draw for  
12 next month. To date, we've draw down about 52.5  
13 percent of the total allocation, which means that  
14 we have a little over a billion dollars remaining.

15 On the next slide, you see our commodities  
16 across -- and, on the next slide, you see the  
17 three commodities that we purchased, fuel, power,  
18 and natural gas. We're where we need to be across  
19 all three commodities for the next year, year and  
20 a half or so.

21 We'll continue to look for selective  
22 opportunities to buy each of these commodities as  
23 prices avail themselves, but, again, this strategy  
24 has worked very well for us to be able to lock in

1 at low prices when market conditions allow.

2 So I'm glad to answer any questions with  
3 regard to September results or year-to-date.

4 VICE CHAIRMAN JAKES: Jeremy, with the  
5 possible extension that's happening with Congress  
6 now, not knowing what's going to happen in the  
7 Senate, are you anticipating having to draw more  
8 or are you going to use the 24 -- the balance of  
9 the 24 to just kind of wait until January to see  
10 what's going to happen?

11 MR. FINE: Correct. I think that there is  
12 some positive momentum coming out of the House,  
13 you know, that it doesn't look like there will be  
14 a shut down here in the near term.

15 We'll continue to obviously very closely  
16 watch what's happening in D.C. so that, you know,  
17 come the new year, you know, we'll continue to see  
18 whether or not we need to make these advanced  
19 draws.

20 Again, I think the strategy has worked  
21 well for us. Obviously, we didn't have to use it,  
22 per se, because of a shut down, but, you know,  
23 again, potentially drawing down additional funds  
24 if there does look like there's an impasse in

1 Washington.

2 VICE CHAIRMAN JAKES: Well, let me just  
3 say that I want to commend you and your team for  
4 being fiscally responsible with the Federal relief  
5 dollars. So I want that to go on record. I have  
6 no further questions.

7 MS. GREENLEE: Okay.

8 Director Lee, any questions?

9 DIRECTOR LEE: No question. Thank you.

10 MS. GREENLEE: Director Miller, any  
11 questions?

12 DIRECTOR MILLER: No questions.

13 MS. GREENLEE: Chairman Barclay, any  
14 questions?

15 CHAIRMAN BARCLAY: Yes.

16 Mr. Fine, during our budget hearing, there  
17 was a question from the public regarding the  
18 provision of fare media to victims of domestic  
19 abuse and sexual assault. Can you explain the  
20 program and how it reaches out to those  
21 individuals?

22 MR. FINE: Sure. And, you know, we  
23 continue to work, as we have in the past, with  
24 various, you know, city, county, state agencies

1 for different needs of the community at large.

2 And, again, I think that this is one  
3 example of our continued kind of outreach to  
4 groups that need continued assistance to access  
5 the system. And, again, I think it's just one of  
6 many things that we have done in the past. And  
7 we'll continue to look to partner with other  
8 community groups, other, you know, agencies of  
9 government to look for opportunities to continue  
10 to deliver service to vulnerable populations, you  
11 know, as they need them.

12 CHAIRMAN BARCLAY: And I understand that  
13 this is legislated by the state and Pace and Metra  
14 also are participating; am I correct?

15 MR. FINE: That's correct.

16 CHAIRMAN BARCLAY: Okay. All right.  
17 Thank you.

18 DIRECTOR ORTIZ: No other questions.

19 MS. GREENLEE: Director Ortiz.

20 DIRECTOR ORTIZ: No other questions.

21 MS. GREENLEE: Okay.

22 VICE CHAIRMAN JAKES: The Chair recognizes  
23 Director Ortiz.

24 DIRECTOR ORTIZ: Thank you for the

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1 recognition.

2 I move that the committee on finance,  
3 audit, and budget meeting recess until called to  
4 order by the committee chair, Director Jakes, for  
5 the purpose of the regular transit board meeting  
6 to address the reappointment of Director Neema  
7 Jha.

8 MS. GREENLEE: Director Miller?

9 DIRECTOR MILLER: Second.

10 MS. GREENLEE: It's been properly moved  
11 and second that the committee on finance, audit,  
12 and budget meeting recess until called to order by  
13 our committee chair, Director Jakes, for the  
14 purposes of the regular transit board meeting to  
15 address the reappointment of Director Neema Jha.

16 We'll take a roll call vote.

17 Director Lee.

18 DIRECTOR LEE: Yes.

19 MS. GREENLEE: Director Miller.

20 DIRECTOR MILLER: Yes.

21 MS. GREENLEE: Chairman Barclay.

22 CHAIRMAN BARCLAY: Yes.

23 MS. GREENLEE: Director Jakes.

24 DIRECTOR JAKES: Yes.

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1 MS. GREENLEE: Director Ortiz.

2 DIRECTOR ORTIZ: Yes.

3 VICE CHAIRMAN JAKES: The yeas have it and  
4 the meeting will stand in recess until called back  
5 to order by me -- I don't want to talk about  
6 myself in the third person -- by Director Jakes.  
7 And if I had your gavel -- so we're in recess.  
8 Thank you.

9 (A recess was taken.)

10 VICE CHAIRMAN JAKES: The committee on  
11 finance, audit, and budget will come to order.  
12 The time of recess has expired.

13 MS. GREENLEE: Director Jakes, you can  
14 proceed to agenda item No. 3.

15 VICE CHAIRMAN JAKES: Our next order of --

16 MS. GREENLEE: I'm sorry. Agenda item  
17 No. 4.

18 VICE CHAIRMAN JAKES: Thank you.

19 Our next order of business is an ordinance  
20 amending the fiscal years 2023 through 2027  
21 Capital Improvement Program and authorizing an  
22 intergovernmental agreement with Cook County  
23 through its Department of Transportation and  
24 Highways for a bus priority corridor planning

1 study.

2 Michelle Curran and Jeremy Fine.

3 MS. CURRAN: Thank you very much. Good  
4 afternoon. I'm Michelle Curran, deputy CFO and  
5 comptroller.

6 I'm here today to present a proposed  
7 amendment to the 2023 to 2027 Capital Improvement  
8 Program or CIP. The Board previously approved the  
9 amended \$4.6 billion CIP, and we're now proposing  
10 a final closing amendment.

11 First, the amendment will incorporate an  
12 award from Cook County in the amount of \$575,000  
13 for the Invest in Cook Grant Program to complete  
14 the bus priority corridor study.

15 In addition to amending the CIP for this  
16 project, the proposed ordinance also authorizes  
17 CTA to enter into an intergovernmental agreement  
18 with Cook County for the funding.

19 Second, CMAP has awarded CTA 3503 unified  
20 work program funds in the amount of \$838,226 to  
21 develop the capital program.

22 Third, the Department of Homeland Security  
23 has awarded CTA \$13.1 million of fiscal year 2023  
24 Transit Security Grant Program funds.



1           VICE CHAIRMAN JAKES: Michelle, I'm sorry,  
2           can I pause for a minute? I just saw on the chat  
3           where our ASL interpreter said that the sound was  
4           bad. Is it the sound from their microphone? It's  
5           better now. Okay. Thank you, Michelle.

6           MS. CURRAN: Thank you.

7           Finally, the closing amendment defers bond  
8           funds from 2023 to 2024 based on timing of project  
9           needs. The net increase in funding due to this  
10          amendment is \$8 million, bringing the final 2023  
11          to 2027 CIP to 4.17 billion.

12          I'd be happy to answer any questions.

13          VICE CHAIRMAN JAKES: I just -- I enjoy  
14          when we all shake hands as agencies with the city,  
15          the state, and the county. I have no questions.

16          MS. GREENLEE: Okay. We will take  
17          questions from the rest of the Board.

18          Director Lee.

19          DIRECTOR LEE: No questions.

20          MS. GREENLEE: Director Miller.

21          DIRECTOR MILLER: No questions.

22          MS. GREENLEE: Chairman Barclay.

23          CHAIRMAN BARCLAY: No questions.

24          MS. GREENLEE: Director Ortiz.

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1 DIRECTOR ORTIZ: No questions. Thank you.

2 MS. GREENLEE: Director Jha.

3 DIRECTOR JHA: No questions.

4 VICE CHAIRMAN JAKES: May I now have leave  
5 to place this item on the omnibus for Board  
6 approval?

7 DIRECTOR MILLER: So moved.

8 DIRECTOR ORTIZ: Second.

9 MS. GREENLEE: It's been moved by Director  
10 Miller and seconded by Director Ortiz that this  
11 ordinance be placed on the omnibus. We'll take --  
12 we'll take the roll call 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 VICE CHAIRMAN JAKES: Yes.

21 MS. GREENLEE: Director Ortiz.

22 DIRECTOR ORTIZ: Yes.

23 MS. GREENLEE: Director Jha.

24 DIRECTOR JHA: Yes.

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1 MS. GREENLEE: Director Jakes, we may now  
2 proceed to agenda item Nos. 5 and 6.

3 VICE CHAIRMAN JAKES: Agenda item 5 and 6  
4 is review of an ordinance adopting a budget for  
5 calendar year 2024 and financial plan for calendar  
6 years 2025 and 2026 and approving the fiscal years  
7 2024 through 2028 Capital Improvement Program and  
8 authorizing the filing and execution of grant  
9 cooperative agreements and amendments and related  
10 materials.

11 Jeremy Fine and Michelle Curran. Say that  
12 20 times.

13 MR. FINE: Thank you. I'm Jeremy Fine,  
14 chief financial officer, and I'm joined by  
15 Michelle Curran, deputy chief financial officer,  
16 to walk through the 2024 budget and the five-year  
17 CIP program.

18 The '24 budget is a \$2 billion, \$1.996  
19 billion budget. The Capital Improvement Program  
20 for the next five years is a \$3.6 billion program.  
21 It's important to highlight that this budget does  
22 not include a fare increase and it also allows for  
23 service to be restored to 2019 prepandemic levels.

24 And, again, we continue very -- on a very

1 quick pattern to continue to get people hired,  
2 trained, and online so that we can continue to  
3 deliver that service for our customers.

4 The ridership growth rate is assumed to be  
5 about 10 percent, 9.9 percent over the 2023  
6 budget. And this means that this is a retention  
7 rate of about 63.4 percent of 2019 levels.

8 This budget for 2024 requires Federal  
9 Relief Funds of about 473 million based on our  
10 projections. And this means that there will be a  
11 little under 500 million, about 481 million,  
12 projected of the original 2.2 to carry over into  
13 2025. And we'll talk about that -- those funds  
14 will be exhausted in '25 and that there will be a  
15 small residual gap of about \$50 million that we'll  
16 need to close in '25 and then -- which also sets  
17 the stage for the gap to be addressed for the 2026  
18 budget as well.

19 Some of the highlights of this budget are  
20 that we continue to focus on delivering reliable  
21 and consistent service to our customers. Again,  
22 really ramping up those HR efforts to continue to  
23 get operators online and trained up and out there  
24 on the front lines so that they can continue to

1 deliver that service.

2 We're also continuing to invest in safety  
3 and security measures both on the operating side,  
4 through additional security personnel, as well as  
5 on the capital side with investments in lighting,  
6 cameras, and the like to continue to make the  
7 system as safe to use as possible.

8 With regard to our customer experience, we  
9 continue to deliver, you know, improvements,  
10 whether it be working with CDOT on bus priority  
11 lanes, whether it be continuing the advancement of  
12 the ASAP program, the All Stations Accessibility  
13 Program, the Forest Park rebuild, the rollout of  
14 the zero-emission fleet, and many, many more  
15 things.

16 But, again, we're really focused on  
17 continuing to try to better the customer  
18 experience overall. And part of the way that  
19 we're doing that is through digital transformation  
20 and really looking at improving the tools, whether  
21 it be bus tracker, train tracker, or the like, new  
22 chatbot services. Being more interactive and  
23 being more real-time information to our customers,  
24 again, is a critical component as we move forward

1 in what we're investing in in the '24 budget.

2 Also, with regard to investments, we  
3 continue to invest in our employees. They're  
4 really the tip of the spear here with regard to  
5 ensuring that service is out there, the quality  
6 service that we want to have is out the door and  
7 on the streets.

8 And, again, we've done a great job of  
9 getting more employees in the door, but, also, a  
10 large portion of that is also looking to retain  
11 the great talent that we already have here at CTA.

12 And then we look to expand some of the  
13 fare products that Chairman Barclay had referred  
14 to during the FAB report. But we'll continue to  
15 look for other opportunities to partner with our  
16 -- you know, our fellow service boards as well as  
17 agencies around the area, around the state to  
18 continue to deliver service because, again, we  
19 want to make sure that the system is open,  
20 available, and accessible for all people that we  
21 serve in the service area.

22 So that is a quick overview of the budget.  
23 On the next page, you see some highlights with  
24 regard to the forecast. You see that the 2023

1 forecast, as of today, we estimate that there will  
2 be a \$75 million favorability to the budget. This  
3 breaks down to about \$34 million better than  
4 budget with regard to our revenues.

5 We see farebox continuing to rebound as  
6 ridership continues to rebound. We also see  
7 investment income, as interest rates have gone up,  
8 continue to come back.

9 And then we see public forecasting for our  
10 public funding of sales tax continuing to have  
11 strong support. And that is being offset, though,  
12 to some degree, with regard to the real estate  
13 transfer tax and that declining because of higher  
14 interest rates and the depressing effect that has  
15 on real estate sales.

16 With regard to our expenses -- and we'll  
17 talk more about this in a moment -- but we've done  
18 a good job with controlling our expenses without  
19 impacting service and frontline operations. Our  
20 labor expense is about \$46 million favorable due  
21 to the vacancies that we have, but, again, we're  
22 moving full steam ahead with regard to filling  
23 those vacancies.

24 Fuel, we continue to have a very strategic

1 approach to locking in fuel at advantageous times.  
2 That's allowed us to lock in quite a bit of  
3 savings for the year. And then other expenses  
4 continue to be favorable, as we've talked about in  
5 the FAB report, with regard to our contractual  
6 services.

7           These positive effects are being offset by  
8 some of the security services that we continue to  
9 improve on throughout the system, and that has a  
10 negative drag overall, but, for the year, we're  
11 projecting that we'll end up with expenses about  
12 \$41 million below budget.

13           On the next page, you see the 2024  
14 operating budget. And you see here that that  
15 operating revenue is estimated to be about \$1.5  
16 billion or about 6 percent higher than where we  
17 were for the '23 budget. This is because we  
18 continue to see ridership rebounding and  
19 increasing farebox revenues as well as some  
20 assumed growth with regard to the sales tax that  
21 we collect.

22           And, again, we're estimating that we'll  
23 use about \$472 million to close the budget gap  
24 from Federal Emergency Relief Funds.



1           The operating expenses are about  
2     \$2 billion, 1.996 billion. This is about 9  
3     percent higher than the '23 budget. And this is  
4     driven by higher labor costs with regard to  
5     contractual wage increases as well as pension  
6     increases and health care cost increases.

7           Materials have increased because of  
8     inflation, and you see that reflected here.  
9     Security services, as we've increased the security  
10    budget, we've adjusted that for the '24 budget, so  
11    we shouldn't see that negative variance on a  
12    month-to-month basis.

13          And then contractual services, you know,  
14    we see an increase here again based on  
15    inflationary impacts across that line item.

16          And then as we continue to use the TIFIA  
17    loan program, the Federal TIFIA loan program, and  
18    as those debt service payments come online, you  
19    see an increase with regard to our debt service  
20    costs for the year of 2024.

21          On the next page, you see Federal funding  
22    requirements. You see here highlighted in pink on  
23    the left side of the two-barred chart groupings,  
24    that is the Federal Emergency Relief Funding. And

1 we're, again, assuming that we'll use about 473  
2 million in 2024, about \$481 million in 2025, which  
3 leads us in the red there with regard to about a  
4 \$50 million gap for 2025. That gap, again, which  
5 is known as the fiscal cliff in the transit world,  
6 is shown to be about \$577 million for 2026.

7 One of the key things that we talk about  
8 with the state legislature when we're talking  
9 about the -- on the next slide, please -- when we  
10 talk about the need to close the fiscal cliff and  
11 additional revenues that could be used to close  
12 that is what we have done proactively with regard  
13 to our own expenses.

14 And it's important to note and a very good  
15 feather in our cap with regard to the effective  
16 measures that we've taken to date over the last  
17 eight years.

18 Since 2015, we've accumulated over a  
19 billion dollars of cumulative savings, cost  
20 savings, and nonfarebox revenue growth without us  
21 impairing any of the service or safety positions  
22 throughout the organization.

23 This really has led us to be, you know,  
24 one of the -- if not the most -- efficient cost

1 operators in the industry, and it also has led us  
2 to have an administrative cost expense load that's  
3 corporate in levels. And what I mean by that is  
4 that our administrative expenses are in the  
5 neighborhood of 8.5 percent or less, which is what  
6 you see usually in corporate-type of environments  
7 and well below what you see within some of our  
8 peer group.

9 Some of the belt-tightening measures have  
10 been on, again, labor, but, again, focused on  
11 areas that do not impact service or safety. Fuel  
12 and power we've talked about with regard to  
13 locking in at favorable prices.

14 Capital investments is continued  
15 investments in our rolling stock that have allowed  
16 us to bend the cost curve with regard to  
17 maintenance.

18 And then nonfarebox revenues, we were  
19 really doing some great things prepandemic and  
20 we're starting to see some rebounding of these  
21 revenue streams, but we're really built kind of  
22 best-in-class with regard to advertising,  
23 concession, parking, and, also, the very  
24 innovative ground transportation tax funds that we

1 received at one point with regard to nonfarebox  
2 revenue opportunities.

3 So we'll continue to look at these  
4 opportunities as we move forward. But, again, I  
5 think that, as we have those conversations with  
6 the State, we're in a very strong position with  
7 regard to asking for more revenues because of the  
8 fact that we've been so proactive with regard to  
9 our expense controls and deriving new revenues  
10 that are innovative. That puts us in a very good  
11 position.

12 With regard to our ridership, again --  
13 this is on the next page -- we see, you know, the  
14 ridership numbers. And one of the things to  
15 really highlight here is right in the middle of  
16 the graph. You see, in 2022, that those -- those  
17 ridership numbers grew by 24 percent. Again,  
18 substantial growth in the system. That's been  
19 followed this year by a growth pattern of over 12  
20 percent.

21 For the next few years, we're projecting,  
22 you know, anywhere between 4.5 and almost 6  
23 percent growth rate. And, again, we continue to  
24 see people coming back to the system as we

1 continue to make investments in the system,  
2 continue to get, you know, the service out there,  
3 continue to get the safety measures, you know,  
4 online. And, again, we continue to see people  
5 coming back to the system and the reliance on CTA  
6 due to our continued investment and continued  
7 support of the system and our customers.

8 One of the things that we've highlighted  
9 here too is that CTA is consistently now  
10 surpassing a million rides a day, particularly,  
11 Tuesday through Thursday, as we've gone into the  
12 fall here and early winter.

13 So it's, again, really good numbers coming  
14 back to the system. We continue to see continued  
15 growth moving forward. And, again, we have not --  
16 clearly, have not topped out with regard to our  
17 ridership. There's still a lot of growth  
18 opportunity here, and we continue to tap into that  
19 as we move forward.

20 That concludes the operating portion. And  
21 Michelle now will flip to the 2024 through 2028  
22 Capital Improvement Program.

23 MS. CURRAN: Thank you, Jeremy. So if you  
24 could advance two slides, I think. Thank you.

1           Good afternoon. Again, Michelle Curran,  
2 deputy CFO and comptroller. So the first slide is  
3 an overview. The 2024 through 2028 Capital  
4 Improvement Program is a \$3.61 billion program  
5 that funds major projects, including the Red Line  
6 Extension, the All Stations Accessibility Program,  
7 conversion to an electric bus fleet, and bus and  
8 rail fleet modernization.

9           The funding sources for the CIP include  
10 Federal funds, State PAYGO funds from motor fuel  
11 tax taxes, and CTA bonds. We'll also continue to  
12 seek additional FTA discretionary grant funding  
13 awards as they become available, particularly to  
14 accelerate the ASAP and bus electrification  
15 programs.

16           Next slide, please.

17           The next several slides include some of  
18 the details around specific projects in the CIP.  
19 First is the Red Line Extension to the south,  
20 which is estimated to cost \$3.6 billion. The Red  
21 Line Extension would extend the rail line 5.6  
22 miles from the 95th Street terminal to 130th  
23 Street, including four new stations, park-and-ride  
24 facilities, and a storage yard and maintenance

1 facility.

2 We're currently in the project engineering  
3 phase of the Federal New Starts Funding Program  
4 and expect the full funding grant agreement to be  
5 awarded in late 2024.

6 The CIP funds 700 million of the project  
7 funding until all funding is secured when the FFGA  
8 is executed. The project continues to moves  
9 forward with community engagement, agency  
10 coordination, and technical analysis. Property  
11 acquisition is moving forward. And the Red Line  
12 Extension Transit Support of Development Plan was  
13 approved by the City's Plan Commission earlier  
14 this year. In addition, three qualified  
15 contracting teams are expected to submit design  
16 build proposals.

17 Next slide, please.

18 The All Stations Accessibility Program or  
19 ASAP is a comprehensive 20-year program to make  
20 all stations vertically accessible. 103 of CTA's  
21 145 stations, or 70 percent, are already  
22 accessible. Currently, CTA has funding identified  
23 for 14 of the remaining 42 stations.

24 Phase one of the plan, which is fully

1 funded, includes nine stations to be made fully  
2 accessible, including the four Red Line stations  
3 as part of Red/Purple modernization, the Austin  
4 Green Line station, California, Montrose, and  
5 Racine stations on the Blue Line, and the State  
6 and Lake elevated station.

7 In addition, funding has been identified  
8 for five stations included in phase two, which are  
9 Irving Park, Belmont, and Pulaski on the Blue Line  
10 and Oak Park and Ridgeland on the Green Line.

11 With the completion of these additional stations,  
12 the rail system will be 81 percent accessible.  
13 The program also includes upgrades or replacements  
14 to existing elevators.

15 Next slide, please.

16 The CIP includes funding of 345 million  
17 for the conversion to electric buses. This will  
18 complete the funding needed to modernize the  
19 Chicago Avenue garage for e-buses and begin  
20 funding for upgrades to the 103rd Street Garage.  
21 It also funds 188 million towards the next e-bus  
22 purchase and chargers.

23 And, as always, CTA continues to seek  
24 additional discretionary grant funds for bus



1 garage improvements for e-buses and the purchase  
2 of additional e-buses. Excuse me.

3 Next slide, please.

4 The CIP also invests in the bus and rail  
5 fleet modernization. Bus improvements include  
6 purchasing the remaining new standard buses,  
7 provide funding for new e-buses to replace the  
8 4000 series buses, and perform overhauls on  
9 existing buses.

10 On the rail side, we funded the purchase  
11 of new 7000 series railcars and overhaul work for  
12 the existing 5000, 3200, and 2600 railcars. We're  
13 also investing in utility vehicles and equipment  
14 to help maintain the rail cars.

15 This concludes our presentation and we'd  
16 be happy to answer any questions you may have.

17 VICE CHAIRMAN JAKES: Michelle and Jeremy,  
18 can you go back one to the accessibility? Go back  
19 another one. I'm sorry.

20 So, currently, 103 of the 145. This will  
21 bring accessibility stations to 81 percent. I  
22 understand about, you know, lack of money, waiting  
23 for money, but why can't we -- why can't it be  
24 done that it's 100 percent?

1 MS. CURRAN: That's what we're working  
2 towards. This is just the first -- the first  
3 phase is fully funded. We've made a lot of  
4 progress on funding for phase two. We also have  
5 to, you know, manage construction. It can't all  
6 happen overnight. It's a 20-year plan to bring  
7 the rail system into full accessibility.

8 VICE CHAIRMAN JAKES: A 20-year plan?

9 MS. CURRAN: Yes. It was released in  
10 2018.

11 VICE CHAIRMAN JAKES: Okay.

12 CHAIRMAN BARCLAY: Can you tell us how  
13 it's determined which station goes first in terms  
14 of the remaining stations and whether or not the  
15 disabled community has a say-so in that?

16 MS. CURRAN: We do work with the  
17 community. It's also depending on needs, other  
18 construction work that's coming up, the difficulty  
19 and design that is needed in order to construct  
20 the elevators and reconstruct the station, but we  
21 do take into account the disability community  
22 concerns. And we're actually in the process of  
23 updating the 20-year plan, which I believe will be  
24 released sometime next year.

1 MR. MOONEY: Good afternoon. Bill Mooney,  
2 your chief infrastructure officer.

3 So I just would add to what Michelle  
4 talked about. We do work very closely with our  
5 advocacy groups, the Mayor's Office and people  
6 with disabilities, as well as access to living,  
7 our support board, the accessibility board with  
8 CTA, and not only on the original plan but also on  
9 the refresh.

10 So the plan was never envisioned to be a  
11 stale plan. When it was done in 2018, it was  
12 agnostic to funding sources. It just said all  
13 things being equal, what is the best way to  
14 improve our overall system and move it forward.

15 Now that we do have a funding source in  
16 the Federal Government, we're starting to look at  
17 some of those competitiveness -- those granting  
18 opportunities as well as feedback we've had as  
19 we've brought stations online.

20 So, initially, we were trying to fill  
21 holes where we actually got a lot of feedback from  
22 the advocacy community saying we'd actually rather  
23 you continue down the line than keep filling in  
24 because it's easier for us to know, you know, that

1 we're fully accessible to this point versus  
2 jumping around a bunch of stations.

3 And so we've kind of refreshed the plan.  
4 We've been working with our partners on that, and  
5 we're looking to get that plan out this upcoming  
6 year on its anniversary again.

7 So, really, we're advancing as money  
8 becomes available. You see a lot of that. We've  
9 made more progress on this program since, you  
10 know, President Carter's vision initially with  
11 this plan in 2018 and the last two years and a  
12 great credit to both the state and their funding  
13 of it as well as the Federal program.

14 VICE CHAIRMAN JAKES: Okay.

15 DIRECTOR MILLER: Jeremy, you talked about  
16 the \$50 million gap, and I think that's from the  
17 president's report that he's been talking about  
18 these funds are needed. Have we identified where  
19 that's coming from? And then, secondly, on the  
20 three commodities, power, we didn't have anything  
21 for '25. Was there a reason that the other two is  
22 into '26 when power was not?

23 MR. FINE: Sure. With regard to the gaps,  
24 again, our larger legislative approach and

1 initiatives are focused on that fiscal cliff that  
2 you mentioned.

3 And I think that what you've seen in both  
4 the RTA Transit is the Answer Plan as well as  
5 CMAP's PART plan is that there's been several  
6 different identified potential revenue stream  
7 opportunities. And they don't necessarily bucket  
8 them up like this, but I'll kind of highlight that  
9 there's a few kind of discrete buckets of  
10 opportunities.

11 And, again, we're agnostic as to the  
12 potential source of the funding, but I think that  
13 what we have seen is identified in both plans is  
14 the sales tax that could be increased by both the  
15 base and the rate.

16 The second big bucket of opportunity is  
17 with regard to kind of a sundry list of state  
18 revenues, whether those be, you know, PTF, whether  
19 they be RET, or any other source of funding that  
20 the state has at its disposal.

21 And then the third big bucket, which is  
22 identified, is one of congestion pricing. And I  
23 think that the PART plan in particular, you know,  
24 potentially identifies that as a source for

1 capital just because of the period of time that  
2 would be needed to effectuate, you know,  
3 construction -- or -- I'm sorry -- congestion  
4 pricing is a little bit longer than what we have  
5 with regard to the fiscal cliff that we are  
6 facing.

7 One additional source that's identified in  
8 the RTA plan but not necessarily highlighted the  
9 same way in the PART plan is the potential source  
10 of Federal funds. Federal funds were provided to  
11 the large legacy transit agencies across the  
12 country in the pre-Regan area. That has largely  
13 gone away, other than, you know, obviously, with  
14 the Federal Emergency Relief Funding.

15 But, again, I think that those are -- and,  
16 again, we're agnostic as to the source, but those  
17 are some potential identified revenue streams in  
18 both the RTA plan and the CMAP plans that could be  
19 tapped into to help close that '25 potential  
20 shortfall and most assuredly would need to be used  
21 to close the '26 projected gap that's closer to  
22 600 million in 577 million.

23 So those are the potential, you know,  
24 revenue streams and how we would potentially

1 identify, you know, and effectuate those different  
2 ideas to close those future budget gaps.

3 I think that one of the -- with regard to  
4 power, you know, we are looking at and moving on  
5 an RFP for power that we will -- once we  
6 effectuate that, we'll be able to look at locking  
7 in power for '25 and beyond.

8 We do have a little bit of time, you know,  
9 because, again, we've locked in 424 at this point,  
10 but we are looking and actively working to look at  
11 what we can do to effectuate a new power contract  
12 and also taking into consideration of the changes  
13 in that industry to ensure that we are, you know,  
14 being environmentally conscious with regard to the  
15 purchases as we move forward as well.

16 DIRECTOR MILLER: Thank you.

17 MS. GREENLEE: Other questions.

18 Director Lee.

19 DIRECTOR LEE: Sure. Just going back to  
20 accessibility. Love that we have the ASAP plan,  
21 obviously, love that we're moving towards 81  
22 percent. Great. It's not 100 percent, as we all  
23 know, right? That's not enough.

24 I would encourage, I guess, us as an

1 agency to be more transparent in how we're  
2 refreshing and how we're involving the community  
3 partners, etc., just to be able to share that more  
4 openly and, also, would love to be able to hear  
5 from you all how we're pushing for more  
6 opportunities to be more aggressive than the 81  
7 percent.

8 MR. MOONEY: Absolutely. As we move  
9 forward, the next plan, the ADA advisory  
10 committee, and certainly yourself, Director Lee,  
11 and the conversation talk a little bit what's been  
12 refreshed from the last time, as many of us were  
13 participants in that conversation.

14 And I would note that we are not sitting  
15 on our heels on this. So when the Federal program  
16 came out there, we went big, right? We went after  
17 three stations, \$118 million in the program for  
18 the first time ever.

19 Our opinion was we should ask for  
20 everything we think we can get. And, you know,  
21 you can only get two, we'll take two. So that was  
22 a two-year allotment of Federal funding in that  
23 first quarter, and so we are expecting that to  
24 come out again this year, next period, and we're



1 going to go big again.

2 DIRECTOR LEE: Glad that we're going big  
3 on it.

4 MS. GREENLEE: Director Ortiz.

5 DIRECTOR ORTIZ: Yeah. I think, on that  
6 note, the only thing that I would add, if we can  
7 also map our capital improvements throughout, I  
8 think that would be really helpful because I think  
9 it will show a lot in where we're investing and  
10 why and how, so I would appreciate that.

11 MR. MOONEY: Sure.

12 MS. GREENLEE: Director Jha.

13 DIRECTOR JHA: No question, but plus one  
14 to Michele.

15 MS. GREENLEE: Director Jakes -- I'm  
16 sorry -- Chairman Barclay.

17 CHAIRMAN BARCLAY: Just one other point.

18 First, I want to compliment you guys on  
19 the belt tightening that you've done over the  
20 years just being good stewards with public  
21 resources. A lot of times, that does not play out  
22 in the public. But, you know, the cost savings  
23 and things that you've done by just the fuel, you  
24 know, buying it at the right time, at the most

1 opportune time. Those kinds of things I know has  
2 saved the agency a lot of money. And I just want  
3 to compliment you and your team for being forward  
4 thinking and looking beyond that.

5 One of the other things that I saw in the  
6 budget was an increase in the funding for dealing  
7 with our social service issues. And I'm hoping  
8 that the President will address some of that as  
9 well in terms of the homelessness problems that we  
10 have on the system.

11 I mean, we talk about customer experience  
12 and people complain all the time about some of the  
13 challenges that -- just trying to get from point A  
14 to point B and some of the disturbances by people  
15 who, you know, are homeless and find shelter in  
16 CTA.

17 But I'm pleased to see that you've  
18 increased the amount of funding for that as well,  
19 and so I'm appreciative of that and hoping that  
20 the President will address that issue and some of  
21 the difficult challenges that we face as an agency  
22 just dealing with the social service issues.

23 I know we're in the transportation  
24 business, but, you know, our circumstances dictate

1 that we sometimes have to find other creative ways  
2 to make our customers have a positive experience.  
3 I'm glad you added more money to that.

4 MR. FINE: Yeah. That's increased at 2.5  
5 million as you identified. So that's, again, a  
6 commitment to continuing to improve our services  
7 to the customers at large and also to address some  
8 of the issues that, you know, frankly, you know,  
9 don't need to be addressed directly with security,  
10 per se, but need to be addressed with social  
11 services.

12 CHAIRMAN BARCLAY: Thank you.

13 MS. GREENLEE: Director Jakes, there are  
14 no further questions.

15 VICE CHAIRMAN JAKES: All right. May I  
16 now have leave to place this item on the omnibus  
17 for Board approval?

18 DIRECTOR MILLER: So moved.

19 DIRECTOR ORTIZ: Second.

20 MS. GREENLEE: It's been moved by Director  
21 Miller and seconded by Director Ortiz that this  
22 item be placed on the omnibus. We'll take a roll  
23 call vote.

24 Director Jha.

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1 DIRECTOR JHA: Yes.

2 MS. GREENLEE: Director Ortiz.

3 DIRECTOR ORTIZ: Yes.

4 MS. GREENLEE: Director Jakes.

5 VICE CHAIRMAN JAKES: Yes.

6 MS. GREENLEE: Chairman Barclay.

7 CHAIRMAN BARCLAY: Yes.

8 MS. GREENLEE: Director Miller.

9 DIRECTOR MILLER: Yes.

10 MS. GREENLEE: Director Lee.

11 DIRECTOR LEE: Yes.

12 MS. GREENLEE: The motion passes.

13 Director Jakes, you may now proceed to  
14 agenda item No. 7.

15 VICE CHAIRMAN JAKES: Agenda item 7 is  
16 review of an ordinance authorizing the acquisition  
17 of real property located at 5628 West Roosevelt  
18 Road, Chicago, Illinois.

19 Bill Mooney. And, Bill, you're in my  
20 thoughts and prayers.

21 MR. MOONEY: Thank you, Director. I truly  
22 appreciate it.

23 Good afternoon. Bill Mooney, your chief  
24 infrastructure officer again. Real estate staff

1 recommends approval of an ordinance authorizing  
2 the acquisition of real property located at 5628  
3 West Roosevelt Road.

4 CTA is the owner of a vacant lot located  
5 within a multi-tenant retail center at 5628 West  
6 Roosevelt Road, which is the site of a future bus  
7 turnaround that does not have sufficient land area  
8 to fully accommodate our current design standards.

9 There is an adjacent parcel of undeveloped  
10 vacant land owned by Roosevelt & Central, LLC  
11 which is comprised of approximately 10,803 square  
12 feet. The owner is unable to use the property and  
13 now wishes to dispose of it, and CTA has agreed to  
14 acquire the property for \$1.

15 I'll be happy to take any questions.

16 VICE CHAIRMAN JAKES: I have no questions,  
17 Bill.

18 MS. GREENLEE: Director Jha.

19 DIRECTOR JHA: No questions. Thank you.

20 MS. GREENLEE: Director Ortiz.

21 DIRECTOR ORTIZ: No. Thank you.

22 MS. GREENLEE: Chairman Barclay.

23 CHAIRMAN BARCLAY: Just briefly.

24 This is a good example, President Carter,

1 of what I've discussed with you about taking  
2 advantage and utilizing resources such as vacant  
3 land that we can help to improve the community, we  
4 can help to improve the experience for our  
5 workers, as well as just to improve the customer  
6 experience for our customers as well. And so to  
7 identify vacant parcels like this that are  
8 adjacent to our system, to take advantage of that,  
9 and I'm glad we're able to do that.

10 Thank you.

11 MS. GREENLEE: Director Miller.

12 DIRECTOR MILLER: No questions.

13 MS. GREENLEE: Director Lee.

14 DIRECTOR LEE: No questions.

15 MS. GREENLEE: Director Jakes, there are  
16 no further questions.

17 VICE CHAIRMAN JAKES: Bill, has anyone  
18 talked to you about the property on 95th that is  
19 immediately west of the hub where the McDonald's  
20 used to be?

21 MR. MOONEY: Yeah. I'm aware of the  
22 property there, so, yeah.

23 VICE CHAIRMAN JAKES: Okay. Has anyone  
24 looked at that property as possibly acquiring that

1 property?

2 MR. MOONEY: So I would say that we are in  
3 partnership right now with the Department of  
4 Planning and Development on a corridor study for  
5 that corridor entirely, so we do own some land  
6 there that was from the 95th station renovation  
7 project there on the east side of the terminal  
8 that we've been working with planning on.

9 So they really see us as the center of  
10 that anchor community, Chicago State University to  
11 the east, you've got Trinity United to the west.  
12 And so we fill in kind of the middle there. And  
13 so the Department of Planning and Development,  
14 they had a community meeting, actually, last  
15 Tuesday where they were taking in input from the  
16 community about what they'd like to see in the  
17 corridor, how it's best used, and what the level  
18 of land use is there.

19 That's a really high profile commercial  
20 corner. And so I think our presence there is very  
21 valuable to supporting development in that corner.  
22 And, you know, we're working with the Department  
23 on Planning and Development on all the use there  
24 and seeing where we fit in the role there.

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1 VICE CHAIRMAN JAKES: Okay. Thank you.

2 CHAIRMAN BARCLAY: I mean, one of the  
3 things that had come up was possible use for  
4 parking for our employees because I know we're  
5 leasing space in different spots at 95th Street.  
6 So, you know, if you could at least consider that  
7 as something that you might want to take a look  
8 at, additional parking for our employees who are  
9 at 95th Street.

10 MR. MOONEY: Understood, Chairman. We've  
11 heard your comments and we've shared that with the  
12 Department of Planning and Development of where  
13 that best fits kind of in relation to everything.

14 CHAIRMAN BARCLAY: Okay. Thank you.

15 MS. GREENLEE: Director Jakes, there are  
16 no further questions.

17 VICE CHAIRMAN JAKES: The next item is the  
18 review of an ordinance --

19 MS. GREENLEE: Director Jakes, would you  
20 like to ask for a motion to have this item placed  
21 on the omnibus?

22 VICE CHAIRMAN JAKES: No. Yeah. Sure.

23 May I have leave to place this item on  
24 omnibus for Board approval?



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1 DIRECTOR MILLER: So moved.

2 DIRECTOR ORTIZ: Second.

3 MS. GREENLEE: It's been moved by Director  
4 Miller and seconded by Director Ortiz that this  
5 item be placed on the omnibus for Board approval.  
6 We'll take a roll call vote.

7 Director Lee.

8 DIRECTOR LEE: Yes.

9 MS. GREENLEE: Director Miller.

10 DIRECTOR MILLER: Yes.

11 MS. GREENLEE: Chairman Barclay.

12 CHAIRMAN BARCLAY: Yes.

13 MS. GREENLEE: Director Jakes.

14 VICE CHAIRMAN JAKES: Yes.

15 MS. GREENLEE: Director Ortiz.

16 DIRECTOR ORTIZ: Yes.

17 MS. GREENLEE: Director Jha.

18 DIRECTOR JHA: Yes.

19 MS. GREENLEE: The motion passes.

20 Director Jakes, you may now move to agenda  
21 item No. 8.

22 VICE CHAIRMAN JAKES: Review of an  
23 ordinance authorizing a nonhighway use agreement  
24 and a construction and maintenance agreement with

1 the Illinois Department of Transportation for the  
2 Red Line Extension project.

3 Bill.

4 MR. MOONEY: Staff recommends approval of  
5 an ordinance authorizing a nonhighway use  
6 agreement and construction maintenance agreement  
7 for the use of a State of Illinois right of way in  
8 support of the Red Line Extension project. CTA  
9 has identified two separate interactions with the  
10 planned Red Line Extension alignment and the State  
11 of Illinois right of ways.

12 First, CTA proposes constructing an aerial  
13 structure for the red line tracks along and over  
14 I-57 and, secondly, where the extension would pass  
15 under the 130th Street overpass.

16 Staff is requesting authorization to enter  
17 into a nonhighway use agreement which will allow  
18 for the activities in these areas and, secondly,  
19 for a construction and maintenance agreement for  
20 modifications to the 130th Street overpass, which  
21 CTA will be making as part of the project but IDOT  
22 will be responsible for and have jurisdiction over  
23 once complete. There's no cost for CTA's use of  
24 the IDOT right of way in support of the project.

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1 I'll be happy to take any questions at  
2 this time.

3 VICE CHAIRMAN JAKES: I have no questions.

4 MS. GREENLEE: Director Lee.

5 DIRECTOR LEE: No questions.

6 MS. GREENLEE: Director Miller.

7 DIRECTOR MILLER: No questions.

8 MS. GREENLEE: Chairman Barclay.

9 CHAIRMAN BARCLAY: No questions.

10 MS. GREENLEE: Director Ortiz.

11 DIRECTOR ORTIZ: No questions.

12 MS. GREENLEE: Director Jha.

13 DIRECTOR JHA: No questions.

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

16 VICE CHAIRMAN JAKES: May I now have leave  
17 to place this item on the omnibus for Board  
18 approval?

19 DIRECTOR MILLER: So moved.

20 DIRECTOR ORTIZ: Second.

21 MS. GREENLEE: It's been moved by Director  
22 Miller, seconded by Director Ortiz that this  
23 matter be placed on the omnibus for Board  
24 approval. We'll take the roll call vote.

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1 Director Lee.

2 DIRECTOR LEE: Yes.

3 MS. GREENLEE: Director Miller.

4 DIRECTOR MILLER: Yes.

5 MS. GREENLEE: Chairman Barclay.

6 CHAIRMAN BARCLAY: Yes.

7 MS. GREENLEE: Director Jakes.

8 VICE CHAIRMAN JAKES: Yes.

9 MS. GREENLEE: Director Ortiz.

10 DIRECTOR ORTIZ: Yes.

11 MS. GREENLEE: Director Jha.

12 DIRECTOR JHA: Yes.

13 MS. GREENLEE: The motion passes.

14 Director Jakes, you may now move to agenda  
15 item No. 9.

16 VICE CHAIRMAN JAKES: Agenda item 9 is  
17 review of an ordinance authorizing an agreement  
18 with Development Now for Chicago for  
19 transportation services for the Democratic  
20 National Convention.

21 Kent Ray and Michael Connelly.

22 MR. RAY: I can address it from here. I'm  
23 Kent Ray, your general counsel.

24 Item No. 9 involves an agreement with

1 Development Now for Chicago, which is the host  
2 committee for the 2024 Democratic National  
3 Convention here in Chicago. The agreement would  
4 provide for CTA to provide up to 250 buses to  
5 provide transportation services for the delegates  
6 and the attendees at the Democratic National  
7 Convention.

8 The CTA buses are anticipated to  
9 supplement those that would be provided by private  
10 charter services. The agreement also provides for  
11 compensation to the CTA for out costs and it makes  
12 clear that our participation is contingent upon  
13 approval by the Federal Transit Administration.

14 I ask if there are any questions.

15 VICE CHAIRMAN JAKES: Kent, so we spoke  
16 about this yesterday. But I think it's important  
17 that the public knows that no one is going to --  
18 if approved, no one is going to be pulled off of  
19 service from somewhere else to accommodate the  
20 Democratic National Convention; is that correct?

21 MR. RAY: Correct. That's the plan.

22 MS. GREENLEE: We'll take questions from  
23 the rest of the Board members.

24 Director Lee.

1 DIRECTOR LEE: No questions.

2 MS. GREENLEE: Director Miller.

3 DIRECTOR MILLER: No questions.

4 MS. GREENLEE: Chairman Barclay.

5 CHAIRMAN BARCLAY: No questions.

6 MS. GREENLEE: Director Ortiz.

7 DIRECTOR ORTIZ: None.

8 MS. GREENLEE: Director Jha.

9 DIRECTOR JHA: No questions. But thanks  
10 for clarifying that there's no service cuts, as we  
11 discussed, anticipated.

12 MS. GREENLEE: Director Jakes, there are  
13 no further questions.

14 VICE CHAIRMAN JAKES: May I now have leave  
15 to place this item on the omnibus for Board  
16 approval?

17 DIRECTOR MILLER: So moved.

18 DIRECTOR ORTIZ: Second.

19 MS. GREENLEE: It's been moved by Director  
20 Miller, seconded by Director Ortiz. We'll take  
21 the roll call vote.

22 Director Jha.

23 DIRECTOR JHA: Yes.

24 MS. GREENLEE: Director Ortiz.

1 DIRECTOR ORTIZ: Yes.

2 MS. GREENLEE: Director Jakes.

3 VICE CHAIRMAN JAKES: Yes.

4 MS. GREENLEE: Chairman Barclay.

5 CHAIRMAN BARCLAY: Yes.

6 MS. GREENLEE: Director Lee.

7 DIRECTOR LEE: Yes.

8 MS. GREENLEE: Director Miller.

9 DIRECTOR MILLER: Yes.

10 MS. GREENLEE: The motion passes.

11 Director Jakes, you may now move to agenda  
12 item No. 10.

13 VICE CHAIRMAN JAKES: Item 10 is review of  
14 an ordinance authorizing funding for the option  
15 term of the intergovernmental agreement with the  
16 City of Chicago through its Department of Family  
17 and Support Services for outreach to individuals  
18 in need of shelter.

19 Tom McKone.

20 MR. MCKONE: Good afternoon, Directors.

21 Tom McKone, chief administrative officer.

22 I have a presentation that accompanies  
23 this proposed ordinance, so I'd like to walk you  
24 through that now, not only the proposed ordinance,

1 but, overall, our approach to addressing  
2 individuals experiencing homelessness and  
3 sheltering on our system.

4 So you can go to the next slide.

5 Individuals experiencing homelessness, I  
6 want to start at the high level. This is an  
7 industrywide issue. So what you will see -- and  
8 we've talked to any number of our peers on the  
9 east coast and on the west coast -- is that to an  
10 agency, they will list this as one of their top  
11 priorities and one of the issues that they have,  
12 as the Chairman mentioned, impacting the customer  
13 experience, which is individuals who are  
14 unsheltered and have no place else to shelter but  
15 on the transit system.

16 And, like I said, this is common. We've  
17 talked to folks in New York, Philadelphia,  
18 Los Angeles, Seattle, San Francisco, and others.  
19 And just as an example of that, I've listed at the  
20 top of this a set of recent reports from industry  
21 agencies highlighting the research, the best  
22 practices, the case studies that have been done  
23 across the country on this issue and the unique  
24 challenges and some of the unique instruments that



1 have been put in place to address that.

2 We're in multiple conversations with our  
3 colleagues across the country about what they're  
4 doing, what we're doing in an effort to share  
5 those best practices, in an effort to address the  
6 issue from our standpoint.

7 Here in Chicago, I want to give a little  
8 background on the overall issue. So, every year,  
9 there is a national point in time count. This is  
10 a census across the country of all of the homeless  
11 individuals in the country.

12 In Chicago and across the country, this  
13 occurs in January. A number of volunteers and  
14 other staff members go out in an attempt to count  
15 every single person who is homeless.

16 In 2022, there were 3,875 people  
17 identified as homeless in the City of Chicago.  
18 And, of those, over 1,200 were unsheltered  
19 homeless, and those would be individuals  
20 sheltering on the CTA or in other unsheltered  
21 situations. So of that 1,200 -- and that 1,200,  
22 by the way, represents Chicago's share of the more  
23 than 233,000 nationwide who are unsheltered and  
24 homeless.

1           In Chicago, 564 people were counted on the  
2 CTA as unsheltered homeless. And CTA locations  
3 were the highest for Chicago's unsheltered  
4 population.

5           And in efforts to address the issue, I  
6 wanted to highlight what the American Public  
7 Transit Association has mentioned about what they  
8 consider one of their four key issues, which is  
9 transit's response to people who are homeless.

10           They've shared a quote here from their  
11 approach. And what I want to highlight is the  
12 last sentence there, which is, It's important to  
13 have partnerships not only with law enforcement  
14 agencies but social service agencies, mental  
15 health experts, advocates, and partners in  
16 addressing this issue broadly and holistically.

17           You can go to the next slide.

18           So what are we doing? Here's an overview  
19 of what we are currently providing in terms of our  
20 outreach services. So last year at about this  
21 time, this Board authorized a \$2 million  
22 intergovernmental agreement with Chicago's  
23 Department of Family and Support Services for  
24 outreach to individuals experiencing homelessness

1 on our Red and Blue Lines.

2 DFSS then entered into contracts with  
3 those agencies in the value of \$1.6 million.  
4 Their teams ride the trains on the Red and the  
5 Blue Lines. They get off at various stations.  
6 They follow the population, look to engage those  
7 individuals experiencing homelessness to provide  
8 various levels of services, so they offer not only  
9 connections to shelter and housing when it's  
10 available, they offer a variety of support  
11 services including harm reduction materials, such  
12 as Narcan and test strips and other harm reduction  
13 materials, connections to health care, and, like I  
14 said before, connections to shelter and, also,  
15 case management.

16 In addition to this outreach, we have been  
17 in a multiyear agreement with the Chicago  
18 Department of Public Health who funds the Night  
19 Ministry's outreach on the Red and the Blue Line,  
20 so this occurs on Wednesday and Thursday nights  
21 respectively on those lines.

22 In addition to the services mentioned  
23 above, they also have a set of partners, including  
24 Loyola University Medicine, who comes out and

1 provides direct medical services to the population  
2 that are sheltering on the Red and the Blue Line  
3 as well in addition to the case management and  
4 other support that they provide.

5 We'll go to the next slide.

6 This will provide an overview of the  
7 current outreach schedule. So we have two  
8 outreach services agencies. The first is  
9 Haymarket. They're performing outreach on the  
10 Blue Line. Currently, they're stationed between  
11 O'Hare and Clark and Lake stations, so on the  
12 O'Hare branch. They have two shifts in which they  
13 send out teams. One is daytime shift; you see the  
14 hours listed there. The second is the nighttime  
15 shift, which runs overnight into the early morning  
16 hours.

17 The daytime teams works seven days a week,  
18 so they work, you know, 365, seven days a week.  
19 The nighttime team works Monday through Friday.  
20 They have two teams, one team per shift. A team  
21 consists of four to five people. This allows them  
22 to, as they encounter individuals or they go to  
23 outreach where they might see multiple  
24 individuals, to split off in pairs. So you can

1 have two people working with clients, a client is  
2 interested in services, they can go off the system  
3 with that client and still maintain their outreach  
4 with another pair of folks on the system.

5 The Thresholds team, they conduct outreach  
6 on the entirety of the Red Line from 95th and  
7 Howard. They also have a daytime shift and an  
8 evening shift, which has slightly different hours  
9 that kind of follows the population and where  
10 they're seeing successful engagements with the  
11 population.

12 They're out five days a week, Monday  
13 through Friday. Again, they have two teams of  
14 four to five people per team. They have been out  
15 there since the start of this year.

16 Notably, on the Thresholds side, their  
17 daytime team is funded by outside sources, and so  
18 the additional support we've provided has allowed  
19 them to have a nighttime team as well.

20 Go to the next page.

21 So let's talk about some of the results.  
22 And, first of all, I want to note that what we've  
23 engaged with in the our partnership with the  
24 Department of Family and Support Service is what's

1 called active contract management.

2 So we meet with DFSS and each of these  
3 agencies on a monthly basis to review the key  
4 performance metrics that have been assigned to  
5 these contracts and review other barriers and  
6 potential opportunities that we might have with  
7 these agencies. What I'm reporting here is some  
8 of the measures that we look at on an ongoing  
9 basis with these agencies.

10 So total encounters through September is  
11 over 5,000 encounters. And one individual can  
12 produce multiple encounters. They often do  
13 produce multiple encounters. But this shows a  
14 level of successful engagements with these  
15 clients.

16 We have two north star goals for this  
17 contract. One is shelter placements. So, so far,  
18 we've had 80 successful shelter placements. That  
19 means 80 individuals interested in shelter and,  
20 importantly, shelter being available for those 80  
21 individuals. We've had many more individuals  
22 indicate that they're interested in shelter, that  
23 they want to go to shelter, but that those shelter  
24 spaces are not available. I'll talk about that

1 further in a moment.

2 The second north star goal we have is not  
3 only shelter but moving clients into more stable  
4 and permanent housing, moving into a permanent  
5 solution for the situation that they're in and  
6 helping them move from unsheltered homelessness  
7 into a sheltered situation.

8 There's a couple key steps in that. The  
9 first is making sure that the individual is  
10 enrolled in the homeless management information  
11 system. This is required by the Federal  
12 Government and HUD to have enrollment into the  
13 system. It's important for case management for  
14 each of these individuals. They've had 283  
15 individuals enroll in the HMIS system.

16 Taking a step beyond that, there is a  
17 coordinated entry system. This allows the  
18 individuals to get in the queue for that  
19 supportive housing so that when housing does  
20 become available and fits their needs, that they  
21 can get placed and into that housing. We've had  
22 236 individuals go into that coordinated entry  
23 system through the engagements that we've been  
24 having on the Red and the Blue Lines.

1           And then total successful housing  
2 placements, we've had 24 completed, there's 5  
3 underway. We've had a number of other individuals  
4 go into substance abuse and use programs or find  
5 shelter through other means as well.

6           We can go to the next slide.

7           This page details the encounters by  
8 location. I know it gets a little bit small, but  
9 there's a reason it gets small. It's because  
10 there are lots of encounters and lots of  
11 locations. So on the left-hand side, you see the  
12 Red Line. On the right-hand side, you see the  
13 Blue Line. Again, we're collecting information  
14 about where all of the encounters with individuals  
15 experiencing homelessness are occurring throughout  
16 the system.

17           The first thing that you will note is that  
18 it is a long list, which means they are conducting  
19 outreach throughout the entirety of areas in which  
20 they have been assigned to perform that outreach.

21           The second thing you'll note is there's a  
22 couple of high locations for those encounters. On  
23 the Red Line, it's the Howard station, it's on the  
24 train, it's at the State and Lake station. On the



1 Blue Line, it's at the Clark and Lake station,  
2 it's at the O'Hare station, it's also at Jefferson  
3 Park and at Logan Square.

4 So you can see here there's a couple of  
5 key locations where they spend a lot of their time  
6 because this is where the homeless population is  
7 residing.

8 I will note, too, one of the benefits of  
9 having the arrangement with DFSS and then also  
10 with their contract agencies is that the  
11 organization, Haymarket, that's conducting  
12 outreach on the Blue Line also maintains an  
13 outreach office, a 24/7 outreach office, at the  
14 O'Hare Airport, which is right outside of our  
15 turnstiles.

16 So as they have successful engagements and  
17 they look to move individuals into the case  
18 management and other sorts of steps that you saw  
19 before, they'll be able to use their office that  
20 they have there at O'Hare as part of that outreach  
21 as well.

22 Go to the next slide.

23 Shelter placements. So this is one of our  
24 north star goals in assisting individuals to get

1 into shelter placements. Both agencies will check  
2 on availability of shelter beds in the system both  
3 at the start of the day and throughout the day.

4 What they will do is if a person is  
5 interested in shelter and shelter space is  
6 available, they'll work with the City's 311 system  
7 to get that person approved to be placed into that  
8 shelter and they'll immediately bring them into  
9 that shelter. That's a successful shelter  
10 placement.

11 What you're seeing here on the trend in  
12 both the Blue Line and the Red Line is that we  
13 have much more demand for shelter placements than  
14 we've actually had availability for those shelter  
15 placements.

16 And you can see that's the third bullet  
17 point here, which is work is underway to make more  
18 of those shelter spaces available. We have seen  
19 incremental improvements in some of those shelter  
20 spaces availability and having some dedicated  
21 spaces for people coming off of the CTA.

22 But, you know, in here and what we see  
23 broadly within the environment is that demand for  
24 shelter exceeds supply of shelter, and that's

1 something that we're working with the City and  
2 noting that it needs to be addressed with our  
3 homeless system in general.

4 In addition to shelter placements and  
5 going into long-term housing -- you can go to the  
6 next slide -- there is additional services that  
7 are rendered as part of the outreach that is being  
8 conducted by these outreach agencies.

9 First and foremost is the offer of food.  
10 So a successful engagement begins often in small  
11 steps and one is, hey, are you hungry, can I get  
12 you something to eat, can we come off the train,  
13 stop by McDonald's and grab some food. From  
14 there, you can get deeper into case management.  
15 Okay. What's going on? What is your situation?

16 You can see here that these are exactly  
17 the types of services that are being rendered.  
18 You can see sort of the ladder, as we go up on  
19 here, from a successful engagement, the offer of  
20 food, come off the system, and then case  
21 management, getting into the homeless management  
22 information system.

23 As I mentioned, help with IDs and  
24 identification is often a key barrier that

1 individuals experiencing homelessness have. And  
2 then you can see the distribution of harm  
3 reductions and substance use disorder materials as  
4 well, again, including Narcan and test strips and  
5 other sorts of things that go along with that harm  
6 reduction outreach.

7 Go to the next page.

8 Another measure that we looked at, it's  
9 not a direct outcome like I mentioned before but  
10 something that's important to us is customer  
11 feedback on the impacts of individuals sheltering  
12 on the CTA. So what you see here is a trend of  
13 customer complaints. The chart shows complaints  
14 in 2023 compared to 2022, and then the table at  
15 the bottom shows the last three and a half years  
16 of those customer complaints of the impacts of  
17 people sheltering on the system.

18 So the first thing that you're going to  
19 see is that there is seasonality. We know there's  
20 seasonality to this. There are more people  
21 sheltering on the CTA in the winter than there are  
22 in the summer. That is true from the counts that  
23 we take and that's also true from the complaints  
24 that we receive from our customers.

1           The second thing that you'll notice is  
2           that we've had a year over year improvement. So  
3           from 2023 compared to 2022, we've seen a reduction  
4           in the number of customer complaints we are  
5           receiving regarding homelessness on the system and  
6           the impacts it's having on the customer  
7           experience.

8           Go to the next page.

9           An additional benefit we have of the  
10          partnership that we have with DFSS and the  
11          outreach agencies is their ability to bring more  
12          focused events and focused shelter opportunities  
13          to the outreach that we're performing on the CTA.

14          So I want to highlight one event that  
15          happened earlier this year in the summer. So in  
16          July the City of Chicago, led by DFSS, conducted  
17          what is called an accelerated moving event.

18          This is a rapid rehousing event where  
19          clients who have been sheltering on the CTA were  
20          brought to Harold Washington Library. They were  
21          given the opportunity to select from available  
22          apartments along with furnishings for those  
23          apartments in an effort to move them into this  
24          long-term stable housing. It's a rapid rehousing

1 effort.

2 Of the 25 clients that attended the event,  
3 19 of them have been successfully housed and  
4 remain successfully housed and another 5 of them  
5 are in process. This is the type of event that we  
6 want to continue to bring to the clients that are  
7 sheltering on the CTA.

8 Go to the next page.

9 So behind the data, there are stories.  
10 Each and every person has a story. Each and every  
11 person has a unique opportunity. Each and every  
12 person has a set of barriers beyond just the lack  
13 of shelter that they're encountering in their  
14 lives that are prohibiting them from moving out of  
15 sheltering on the CTA.

16 Listed up here are two testimonials from  
17 our outreach agencies, one from the Red Line and  
18 one from the Blue Line. I don't need to go  
19 through them and walk through them in detail, you  
20 can read through them yourselves.

21 What I do want to note here is a couple of  
22 things. One is, in the first testimonial, it  
23 takes a while, right? It's takes a number of  
24 engagements over time to move a person

1 successfully resolve the other barriers that  
2 they're facing. In this case, they were facing  
3 legal barriers that were -- that needed to be  
4 brought down before they could successfully be  
5 moved into housing.

6 The second one, on the Blue Line, again, a  
7 number of engagements it has to take to get a  
8 person to accept treatment, right, and to move  
9 into treatment facilities, and these facilities  
10 were provided by Haymarket.

11 There's another story I want to share as  
12 well not listed here but it came up recently as  
13 well. There was an individual who was sheltering  
14 on the Red Line, primarily Thresholds would run  
15 into this individual at the Howard Station.

16 He was suffering from a variety of  
17 untreated mental illness and other ailments. He  
18 was engaged by Thresholds. They found space in  
19 one of the shelters that they work with, the Mercy  
20 housing space. As part of their case management,  
21 they enrolled this individual in a job readiness  
22 program. This is through a partner -- their name  
23 is Cara -- that prepares them for job readiness.  
24 So moving into shelter, getting treatment for

1 untreated mental illness, and then getting them  
2 into a job readiness program.

3 As part of their case management, they  
4 maintained contact with this individual. He  
5 reported to them recently that he was about to  
6 start his new job. His new job just happened to  
7 be with the CTA as part of our second chance  
8 program, which we accept individuals whose barrier  
9 to employment is homelessness.

10 So this was a great unexpected connection  
11 but really shows the unique nexus the CTA has and  
12 how we can be part of the solution as well. So  
13 it's a very positive story to hear, and we wish  
14 him plenty of success and opportunity with his  
15 career at CTA.

16 So on the final page -- go to that final  
17 page. We have our 2024 proposal. The proposal is  
18 to continue what we've been doing and expand upon  
19 it. So we want to continue the outreach that I've  
20 noted here to individuals experiencing  
21 homelessness on our system.

22 We want to expand the outreach on the Blue  
23 Line to cover the entirety of the Blue Line, so  
24 from O'Hare all the way out to Forest Park, and



1 our partners indicated that they're ready to see  
2 that. We also want to add addition resources to  
3 the Red Line team to enhance that, that morning  
4 outreach that they are performing.

5 We're going to continue to work with the  
6 City and the Federal Government and other partners  
7 to support initiatives to create additional  
8 shelter space and long-term housing for  
9 individuals currently sheltering on the CTA, so  
10 we're asking the Board to authorize funding in  
11 2024 of up to \$2 million to continue and expand  
12 these efforts.

13 With that, I will take any -- happy to  
14 take any questions.

15 VICE CHAIRMAN JAKES: Tom, great report.  
16 What is comms doing with this information to share  
17 with the public?

18 MR. MCKONE: Part of it is this  
19 presentation and getting the word out here today,  
20 right, about it.

21 But I would welcome communications also to  
22 come forward and talk about ways in which we can  
23 spread this. Obviously, we want to partner with  
24 the City very closely. And DFSS, we want to give

1       them as much credit as we possibly can because  
2       they've been an excellent partner in working with  
3       us and getting the word out about the  
4       opportunities to partner with CTA to advance this  
5       issue.

6               VICE CHAIRMAN JAKES:   And I'm glad Brian  
7       is here.   Because I'm just wondering, you know --  
8       and I'm not trying to beat a dead horse here.   But  
9       it's been said from many members on this Board  
10      that we must begin to share our story.

11             You know, the criticism we're receiving,  
12      you know, it's supposed to happen.   It challenges  
13      us.   It's supposed to make us better and not  
14      bitter.   But CTA is not all junk as some tend to  
15      think we are, that there are great things that are  
16      happening with CTA.   The things that need to be  
17      worked on are really being worked on.   This is one  
18      of them.

19             And I just believe it's just important  
20      that the public hears about the partnership with  
21      Thresholds and Haymarket and the great story about  
22      -- I don't know if it's a man or a woman that was  
23      -- you know, who was on the train and now is  
24      poised to work or work for CTA.

1           So, you know, I just want to know -- and,  
2 Brian, I'm glad you're hear -- you know, how do we  
3 -- if that message is getting out there. You  
4 know, as one of the news anchors asked, what makes  
5 Chicago proud? Doggonit, this makes Chicago  
6 proud. So how does that happen? What can we do  
7 to get the word out?

8           MR. STEELE: Well, Directors, I'm Brian  
9 Steele, vice president of communications. I  
10 totally concur, Director Jakes, about the telling  
11 of good stories. I've heard the phrase good news  
12 travels nowhere, bad news travel everywhere. We  
13 work to reverse that via announcements through  
14 really important initiatives like this.

15           For this particular announcement, we've  
16 been working with our partners at DFSS for about  
17 two weeks now to come up with a full outreach  
18 plan. At the conclusion of this meeting, pending  
19 the Board's approval, we'll issue a press release  
20 about the new contract.

21           Beyond that, we're looking to place  
22 stories, work with reporters to get them to more  
23 fully understand all the proactive efforts that  
24 the CTA has made.

1           We got some really good coverage last year  
2 when the Board approved the original contract. We  
3 typically have media stories around this time of  
4 year. When the temperatures start turning cold,  
5 people want to know what we're doing about this  
6 issue.

7           So, yeah, we plan a fulsome outreach  
8 effort using our press releases, using media  
9 outreach, trying to conjure up some interviews,  
10 and then also using our social media channels,  
11 which are really important communications channels  
12 for us to reach a lot of audiences.

13           VICE CHAIRMAN JAKES: Okay. Good. Good.  
14 Because with the current -- the current climate in  
15 our city now, you know, there's a strong  
16 contingency of voices out who are saying that  
17 there's one set of people that's being paid  
18 attention to while the homeless are not. And  
19 that's just not the case with the Agency. You  
20 know, so I just think that needs to -- you know,  
21 we need to really take the bull by the reigns and  
22 run with it.

23           So, thank you. No further questions.

24           MS. GREENLEE: We'll take questions from

1 other members of the Board Director Lee.

2 DIRECTOR LEE: Just plus one. More comms  
3 on this would be great. But, also, I'm reading,  
4 you know, Red Line, Blue Line, what about the  
5 buses, bus shelters? What's the plans around  
6 that? I ride the bus quite often and encounter,  
7 you know, folks experiencing --

8 MR. MCKONE: Yeah. So there's --  
9 certainly, we focused where we knew that the  
10 largest part of the population was in this pilot  
11 program, right? And part of expanding it, right,  
12 is expanding it to the other areas where we know  
13 need that outreach as well. And I think that's  
14 what you're going to continue to see. We're going  
15 to follow kind of where the need is.

16 One thing you'll note is a lot of the  
17 stations that were highlighted are big bus  
18 turnaround stations, right? We're talking about  
19 Jefferson Park, Howard, 95th.

20 And so the teams are not confined only to  
21 the trains or to the platform at those locations.  
22 They'll go throughout the property, right, up into  
23 the station, out into the bus terminal, because we  
24 do know that people are sheltering in some of the

1 shelters that we have at those terminals as well.  
2 And so that's included as part of this outreach as  
3 well.

4 DIRECTOR LEE: Yeah. And is there -- are  
5 the teams mobile, you know, the customer service  
6 folks at CTA can identify folks and then call the  
7 Thresholds or Haymarket? Will they respond? More  
8 transparency around that would be great because  
9 not everybody is using these stations.

10 MR. MCKONE: Yeah. Absolutely. Thank  
11 you.

12 MS. GREENLEE: Director Miller.

13 DIRECTOR MILLER: No question. Good job.

14 MS. GREENLEE: Chairman Barclay.

15 CHAIRMAN BARCLAY: No questions.

16 MS. GREENLEE: Director Ortiz.

17 DIRECTOR ORTIZ: No. Thank you. I really  
18 appreciate all of the efforts done in this space,  
19 so, thank you.

20 MS. GREENLEE: Director Jha.

21 DIRECTOR JHA: Yes. Thank you. When I  
22 saw this, you know, the Chicago proud, I love how  
23 you used that. As a comms need, I'd also  
24 encourage you -- I know we do monthly reporting,

1 dashboards. There are so many special projects  
2 that are above and beyond from the CTA that we are  
3 doing.

4 I think creating a common place for folks  
5 to identify what those are and on a regular basis  
6 providing update on the impact this is creating at  
7 the larger community would create a lot of  
8 transparency.

9 And the last thing I would say is as we  
10 are deploying resources, let's think about how we  
11 can use technology to make it -- simplify this  
12 process, right, for people who don't have access,  
13 language barriers, accessibility. I think there  
14 are great technologies out there that we can  
15 deploy that can collect some of this data that can  
16 make this process seamless and simplify this.

17 So, I mean, this is Chicago proud. We  
18 need more of this.

19 VICE CHAIRMAN JAKES: And the last thing,  
20 Tom, we talked about this yesterday. And this is,  
21 again, really for the public to know because I  
22 brought up, you know, hygiene, that if someone  
23 from the public calls in and complains that, you  
24 know, maybe one of our homeless brothers or

1 sisters, you know, have done X, Y, and Z, that the  
2 agency immediately sends someone out to clean and  
3 to detail and things of that nature.

4 MR. MCKONE: Yeah. No. That's exactly  
5 right. A lot of these complaints will trigger, if  
6 it's a complaint about cleanliness that's  
7 associated with this, an immediate cleaning of the  
8 vehicle so that that's no longer a problem once it  
9 comes back into the station and the yard.

10 The other thing I do want to note, and I'm  
11 glad you brought that up, Director Jakes, but this  
12 is really a team effort. So this is an issue that  
13 impacts our employees, right, you know, deeply and  
14 severely and it does across the industry as well.  
15 And our employees have been, you know, very  
16 supportive and very helpful in making sure that  
17 they're supporting the efforts of the outreach  
18 teams that are out there, understanding the unique  
19 situations of these individuals as well.

20 So I want to thank the other CTA  
21 employees, right, who have all been really  
22 supportive of the efforts that we've undertaken  
23 here as well.

24 VICE CHAIRMAN JAKES: And I want for the



1 record to reflect that we are grateful for  
2 Thresholds and Haymarket and the work they do.  
3 Thank you.

4 MS. GREENLEE: Director Jakes, there are  
5 no further questions.

6 VICE CHAIRMAN JAKES: May I now have leave  
7 to place this item on an omnibus for Board  
8 approval?

9 DIRECTOR MILLER: So moved.

10 DIRECTOR ORTIZ: Second.

11 MS. GREENLEE: It's been moved by Director  
12 Miller and seconded by Director Ortiz. We'll take  
13 the roll call vote.

14 Director Lee.

15 DIRECTOR LEE: Yes.

16 MS. GREENLEE: Director Miller.

17 DIRECTOR MILLER: Yes.

18 MS. GREENLEE: Chairman Barclay.

19 CHAIRMAN BARCLAY: Yes.

20 MS. GREENLEE: Director Jakes.

21 VICE CHAIRMAN JAKES: Yes.

22 MS. GREENLEE: Director Ortiz.

23 DIRECTOR ORTIZ: Yes.

24 MS. GREENLEE: Director Jha.

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1 DIRECTOR JHA: Yes.

2 MS. GREENLEE: Director Jakes, you may now  
3 proceed to agenda item No. 11.

4 VICE CHAIRMAN JAKES: Agenda item 11, our  
5 next order of business today, is the review of  
6 contracts numbered B-1 through B-7,  
7 infrastructure. I have no questions.

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

10 Director Jha.

11 DIRECTOR JHA: No questions. Thank you.

12 MS. GREENLEE: Director Ortiz.

13 DIRECTOR ORTIZ: None.

14 MS. GREENLEE: Chairman Barclay.

15 CHAIRMAN BARCLAY: No.

16 MS. GREENLEE: Director Miller.

17 DIRECTOR MILLER: No questions.

18 MS. GREENLEE: Director Lee.

19 DIRECTOR LEE: No questions.

20 MS. GREENLEE: Director Jakes, we may now  
21 proceed to contract No. F-1 and F-2.

22 VICE CHAIRMAN JAKES: Our next order of  
23 business today is the review of contract No. F-1  
24 and F-2, contract award for administration. I

1 have no questions.

2 MS. GREENLEE: Director Lee, any  
3 questions?

4 DIRECTOR LEE: No questions.

5 MS. GREENLEE: Director Miller.

6 DIRECTOR MILLER: No questions.

7 MS. GREENLEE: Chairman Barclay.

8 CHAIRMAN BARCLAY: No questions.

9 MS. GREENLEE: Director Ortiz.

10 DIRECTOR ORTIZ: No.

11 MS. GREENLEE: Director Jha.

12 DIRECTOR JHA: No questions.

13 MS. GREENLEE: Director Jakes, we may now  
14 proceed to contract G-1 through G-2.

15 VICE CHAIRMAN JAKES: Our next order of  
16 business today is the review of contracts numbered  
17 G-1 and G-2, contract award for technology. No  
18 questions.

19 MS. GREENLEE: Director Jha.

20 DIRECTOR JHA: No questions.

21 MS. GREENLEE: Director Ortiz.

22 DIRECTOR ORTIZ: No questions.

23 MS. GREENLEE: Chairman Barclay.

24 CHAIRMAN BARCLAY: No questions.

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1 MS. GREENLEE: Director Miller.

2 DIRECTOR MILLER: No questions.

3 MS. GREENLEE: Director Lee.

4 DIRECTOR LEE: No questions.

5 MS. GREENLEE: Director Jakes, there are  
6 no further questions.

7 DIRECTOR JAKES: Since there are no  
8 further questions on the contract, may I now have  
9 leave to place the 11 contracts on the omnibus?

10 DIRECTOR MILLER: So moved.

11 DIRECTOR ORTIZ: Second.

12 MS. GREENLEE: It's been moved a Director  
13 Miller and seconded by Director Ortiz that the 11  
14 contracts be placed on the omnibus. We will take  
15 the roll call vote.

16 Director Lee.

17 DIRECTOR LEE: Yes.

18 MS. GREENLEE: Director Miller.

19 DIRECTOR MILLER: Yes.

20 MS. GREENLEE: Chairman Barclay.

21 CHAIRMAN BARCLAY: Yes.

22 MS. GREENLEE: Director Jakes.

23 DIRECTOR JAKES: Yes.

24 MS. GREENLEE: Director Ortiz.

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1 DIRECTOR ORTIZ: Yes.

2 MS. GREENLEE: Director Jha.

3 DIRECTOR JHA: Yes.

4 MS. GREENLEE: The motion passes.

5 VICE CHAIRMAN JAKES: Since there's no  
6 further business to come before the committee, may  
7 I have a motion to approve the omnibus and  
8 recommend the omnibus for Board approval?

9 DIRECTOR MILLER: So moved.

10 DIRECTOR ORTIZ: Second.

11 MS. GREENLEE: It's been moved by Director  
12 Miller, seconded by Director Ortiz that the  
13 omnibus be placed for Board approval. We'll take  
14 the roll call vote.

15 Director Lee.

16 DIRECTOR LEE: Yes.

17 MS. GREENLEE: Director Miller.

18 DIRECTOR MILLER: Yes.

19 MS. GREENLEE: Chairman Barclay.

20 CHAIRMAN BARCLAY: Yes.

21 MS. GREENLEE: Director Jakes.

22 VICE CHAIRMAN JAKES: Yes.

23 MS. GREENLEE: Director Ortiz.

24 DIRECTOR ORTIZ: Yes.

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1 MS. GREENLEE: Director Jha.

2 DIRECTOR JHA: Yes.

3 MS. GREENLEE: The motion passes.

4 VICE CHAIRMAN JAKES: And, finally, may I  
5 have a motion to turn down the air because it's  
6 cold up here.

7 DIRECTOR JHA: Thank you.

8 VICE CHAIRMAN JAKES: May I have, finally,  
9 a motion to adjourn?

10 DIRECTOR MILLER: So moved.

11 DIRECTOR ORTIZ: Second.

12 MS. GREENLEE: It's been moved by Director  
13 Miller, seconded by Director Ortiz. We'll take a  
14 roll call vote.

15 Director Jha.

16 DIRECTOR JHA: Yes.

17 MS. GREENLEE: Director Ortiz.

18 DIRECTOR ORTIZ: Yes.

19 MS. GREENLEE: Director Jakes.

20 VICE CHAIRMAN JAKES: Yes.

21 MS. GREENLEE: Chairman Barclay.

22 CHAIRMAN BARCLAY: Yes.

23 MS. GREENLEE: Director Miller.

24 DIRECTOR MILLER: Yes.

1 MS. GREENLEE: Director Lee.

2 DIRECTOR LEE: Yes.

3 MS. GREENLEE: Director Jakes, the meeting  
4 is adjourned.

5 VICE CHAIRMAN JAKES: All right.

6 (Off the record at 3:54 p.m.)

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CERTIFICATE OF SHORTHAND REPORTER

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

IN WITNESS WHEREOF, I have hereunto signed this 17th day of November, 2023.



\_\_\_\_\_  
COURTNEY PETROS, RPR, CSR



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