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# Transcript of Board Meeting

**Date:** December 11, 2024

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

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BEFORE THE CHICAGO TRANSIT AUTHORITY BOARD

BOARD MEETING

Chicago, Illinois

Wednesday, December 11, 2024

10:04 a.m. CT

Job No.: 563390

Pages: 1 - 74

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

MICHELE A. LEE

ROSA Y. ORTIZ

MICHAEL EADDY

ROBERTO REQUEJO

NEEMA JHA

ALSO PRESENT:

DORVAL J. CARTER, JR., 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 Board for December 11th, 2024.

5 Georgette, please call the roll.

6 MS. GREENLEE: Director Jha.

7 DIRECTOR JHA: Here.

8 MS. GREENLEE: Director Ortiz.

9 DIRECTOR ORTIZ: Here.

10 MS. GREENLEE: Chairman Barclay.

11 CHAIRMAN BARCLAY: Here.

12 MS. GREENLEE: Director Lee.

13 DIRECTOR LEE: Here.

14 MS. GREENLEE: Director Eaddy.

15 DIRECTOR EADDY: Here.

16 MS. GREENLEE: Director Requejo.

17 (No response.)

18 MS. GREENLEE: We'll note for the record  
19 that Director Requejo is absent.

20 Director Jakes.

21 (No response.)

22 MS. GREENLEE: We'll note for the record  
23 that Director Jakes is also absent.

24 Chairman Barclay, you do have a quorum.

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1 CHAIRMAN BARCLAY: Our next order of  
2 business is the approval of the minutes of the  
3 regular Board meeting of November 13th, 2024.

4 May I have a motion to approve?

5 DIRECTOR EADDY: So moved.

6 DIRECTOR JHA: Second.

7 MS. GREENLEE: It's been moved by Director  
8 Eaddy, seconded by Director Jha that the minutes  
9 from November 13th, 2024, be approved.

10 We'll take a roll call vote.

11 Director Eaddy.

12 DIRECTOR EADDY: Yes.

13 MS. GREENLEE: Director Lee.

14 DIRECTOR LEE: Yes.

15 MS. GREENLEE: Chairman Barclay.

16 CHAIRMAN BARCLAY: Yes.

17 MS. GREENLEE: Director Ortiz.

18 DIRECTOR ORTIZ: Yes.

19 MS. GREENLEE: Director Jha.

20 DIRECTOR JHA: Yes.

21 MS. GREENLEE: The motion passes.

22 CHAIRMAN BARCLAY: Our next item of  
23 business on the agenda will be the Citizens  
24 Advisory Board report, which will be given by

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1 Katanya Raby, who is the chair of the CTA's  
2 Citizens Advisory Board.

3 MS. GREENLEE: Chairman Barclay,  
4 Chairperson Raby for the CAB has not yet checked  
5 in. I would ask that we defer her report.

6 CHAIRMAN BARCLAY: Our next order of  
7 business is public comments.

8 Georgette.

9 MS. GREENLEE: Chairman Barclay, we do  
10 have three public comments today. We have  
11 Ms. Patricia Puente with us, Mr. Nik Hunder, and  
12 Mr. Philip Scopes.

13 I would ask Ms. Patricia Puente to come  
14 forward.

15 MS. PUENTE: Good morning.

16 MS. GREENLEE: Good morning. I would like  
17 to advise you that you have three minutes and you  
18 can begin now.

19 MS. PUENTE: Good morning. My name is  
20 Patricia Puente.

21 I was on the line where -- the bus 54 on  
22 Cermak and Cicero. Buses do not -- the 54 bus, a  
23 lot of people told me that they complain that  
24 three buses -- two buses always pass together,

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1 but, meanwhile, they're waiting for an hour, half  
2 an hour, an hour for the bus to arrive. And when  
3 the bus arrives, two to three buses pass together.

4 There's students there, elderlies, you  
5 know, and it's getting cold. Why do three buses  
6 pass together? I just don't understand. Don't  
7 they have a timing or something? And that's it.  
8 That's the only thing. Thank you. If you could  
9 -- route 54. Thank you.

10 MS. GREENLEE: Thank you so much.

11 PRESIDENT CARTER: Mr. Chairman, can I  
12 have my operations people talk to Ms. Puente to  
13 follow up on that particular issue?

14 CHAIRMAN BARCLAY: Yes.

15 PRESIDENT CARTER: Thank you. The head of  
16 bus ops will talk to her.

17 MS. GREENLEE: Our next public comment is  
18 from Philip Scopes.

19 MS. PUENTE: Happy holidays, everybody.

20 MS. GREENLEE: Happy holidays to you.

21 MR. SCOPES: Good morning, members of the  
22 Board. And thank you for the opportunity to speak  
23 with you today.

24 The matter I am bringing before you today



1 concerns a safety measure for train platforms I  
2 have recently discovered that I feel would really  
3 be essential for protecting riders of the CTA L  
4 trains.

5 I recently discovered videos showing train  
6 platforms in Japan. There is a fence at the edge  
7 of the platform which may have safety doors which  
8 coincide with the locations of the doors of a  
9 train stopped at the platform. These doors remain  
10 closed or a solid fence is at platform level when  
11 there is no train at the platform and the doors  
12 are only opened automatically or the fence rises  
13 above the train while it is stopped at the station  
14 for passengers to enter and exit.

15 I believe that the implementation of  
16 safety doors on L platforms is essential because  
17 of incidents that I have heard about that have put  
18 riders at risk for or actually caused injury or  
19 even death.

20 People may slip and fall off the edge of a  
21 platform due to misstepping or ice or snow on the  
22 ground. The visually impaired are especially in  
23 danger of misstepping and falling over the edge.  
24 I have heard of people being pushed off the edge

1 of a platform.

2 Also, my father once found a woman sitting  
3 with her legs over the edge of a train platform  
4 and pulled her back to safety putting himself in  
5 danger of falling off the platform to prevent her  
6 from being crushed by an oncoming train.

7 For these reasons, I urge the Board to  
8 consider implementation of safety doors on L  
9 platforms to make them safer for riders of the  
10 trains. For your reference, I invite you to  
11 search Japan train safety doors on YouTube to see  
12 for yourselves how the safety doors look and  
13 operate alongside the train tracks when a train  
14 approaches a station.

15 I've also discovered that although the  
16 solution is not as prevalent in North America as  
17 on other continents, I am aware of safety door  
18 implementations in a pilot program in a limited  
19 number of subway stops in New York City as well as  
20 the elevated train system in Honolulu, which I  
21 wanted to mention for your reference.

22 Thank you, members of the Board.

23 MS. GREENLEE: Thank you, Mr. Scopes.

24 Our last public comment for today is

1 Mr. Nik Hunder. Good morning.

2 MR. HUNDER: Good morning.

3 I have a process question first.

4 So on the website for the public comment  
5 process, it says you can fill out a short form to  
6 speak at a Board or Committee meeting. I  
7 attempted -- yesterday, I attempted to sign up for  
8 both a Board comment and a full -- Board Committee  
9 and full Board comment. I was advised that I'm  
10 only allowed to speak here. It seems clear on  
11 your website under your posted rules that I would  
12 be able to do both.

13 MR. RAY: I can address that. Our posted  
14 rules say that our speakers for both the comments  
15 -- for both the committees and the Board are at  
16 the full Board meeting.

17 MR. HUNDER: Okay. We'll go with that for  
18 today.

19 MR. RAY: It says that clearly. Thank  
20 you.

21 MR. HUNDER: Also, the live stream is not  
22 running, if somebody wants to check on that.

23 MS. GREENLEE: Mr. Hunder, can you hold on  
24 for one second?

1           Technology, is the live stream working  
2 with YouTube?

3           DIRECTOR ORTIZ: She's nodding.

4           MS. GREENLEE: I saw.

5           MR. HUNDER: Okay. It must just be me  
6 then.

7           I'm ready when you are.

8           MS. GREENLEE: You can proceed.

9           MR. HUNDER: All right. Great.

10          So I actually want to add on to what the  
11 first public commenter said. So, today, I want  
12 today discuss two things, bus lunches and FOIA.

13          First, bus bunching. So there is data on  
14 the performance dashboard that shows bus bunching  
15 hovers around about 4 percent, which is when two  
16 or more buses are 1 to 60 seconds apart. And I  
17 found that that's a pretty narrow definition  
18 considering service is supposed to be evenly  
19 spaced.

20          So there are many factors out of CTA's  
21 control, and those are mainly traffic levels and  
22 poor infrastructure. But the most important  
23 variable, consistent dispatching, is in CTA's  
24 control.

1           So I explored a dataset of when buses  
2 released from their terminals, not when they are  
3 mid route, by bus managers on six lines across the  
4 city. Using a definition where if the bus was  
5 dispatched earlier than half of its scheduled  
6 headway, the 4 was bunched at 20 percent of the  
7 time, the 22 at 17 percent, and the 146 also 20  
8 percent.

9           The first bus, when two are paired, was  
10 not considered bunched, so it would be very hard  
11 to achieve over 50 percent bunching. So if it's  
12 easier to quantify it over a 100 percent  
13 denominator, these numbers are 40 percent, 34  
14 percent, and 40 percent, which shows there is a  
15 serious issue to be addressed with how bus  
16 managers are approaching headway maintenance.

17           I spoke briefly about government citizen  
18 cooperation at the budget hearing and this Board  
19 discussed it a little bit last month, but this is  
20 what the public can and wants to do for you.

21           I didn't compile this data as some sort of  
22 hit piece against you guys. I did it and brought  
23 it here because I want you to address it,  
24 especially because it is completely in your

1 control to do so.

2 I am far from the only one who would  
3 gladly help you perform data analysis to identify  
4 areas for improvement. This relationship where  
5 data makes its way to the media and then the press  
6 office comes on and says, well, this is not what  
7 we think it is and then writes off the news  
8 article is not helpful. This happens almost every  
9 holiday weekend.

10 I would literally sign and NDA to not  
11 disclose any of the data findings that we explored  
12 just so we could provide that feedback to you  
13 because it doesn't seem like there's the capacity  
14 to do is such analysis yourselves.

15 But, for now, we have to do it via FOIA,  
16 which should be a fairly easy process, but,  
17 somehow, it's almost been rendered useless at this  
18 agency.

19 MS. GREENLEE: Mr. Hunder, I would just  
20 remind you that you may not mention FOIA.

21 MR. HUNDER: I edited for that. Thanks to  
22 a level of noncompliance with state law I did not  
23 previously believe was possible to get away with,  
24 but this agency has proven that wrong, to quantify

1 how noncompliant your FOIA department is --

2 MS. GREENLEE: Mr. Hunder, you can't  
3 mention FOIA.

4 MR. HUNDER: You didn't say that  
5 explicitly. You said --

6 MS. GREENLEE: I said it explicitly.

7 MR. HUNDER: You said I could carve out  
8 that section.

9 MS. GREENLEE: It says that if you have  
10 litigation that is ongoing with the agency --

11 MR. HUNDER: And I'm not commenting on  
12 that.

13 MS. GREENLEE: -- you may not mention this  
14 matter, which, in this instance, is FOIA. You've  
15 not said the word FOIA three times.

16 MR. HUNGER: Okay. Well, I'm going to cut  
17 the rest of that.

18 How much time do you have left?

19 MS. GREENLEE: We're at three minutes and  
20 ten seconds. I'll give you 20 seconds.

21 MR. HUNDER: All right. Then real  
22 quickly -- so I don't have time to mention this,  
23 but I was hoping to speak with somebody about the  
24 plan to repay bonds with federal formula funds for

1 the Red Line Extension and stuff. I have a  
2 concern that might affect you ten years from now  
3 and I think I'd like to tackle that now rather  
4 than have a surprise for that when you go to repay  
5 those bonds.

6 MS. GREENLEE: Thank you so much,  
7 Mr. Hunder. Mr. Hunder, we also welcome in  
8 writing -- as it relates to the revenue bonds, the  
9 last piece you spoke about, if you want to send us  
10 some communication in writing, that would be  
11 great.

12 MR. HUNDER: Okay.

13 MS. GREENLEE: Thank you.

14 Mr. Chairman, there are no further public  
15 comments.

16 CHAIRMAN BARCLAY: Thank you.

17 Our next item on the agenda is our  
18 President's report given by President Carter.

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

21 Today, as we come to the close of the  
22 year, I'd like to take an opportunity to go  
23 through a review of 2024 and also sort of a  
24 preview of 2025.



1           I think it's safe to say that there have  
2           been a lot of achievements that have occurred over  
3           the course of the year that have been certainly  
4           the result of the hardworking men and women of  
5           this agency from our frontline staff to our senior  
6           leadership team.

7           This year, CTA was intensely focused on  
8           achieving our most important goal, which was to  
9           return to prepandemic bus and rail service levels,  
10          something that I have consistently promised we  
11          would achieve by year's end.

12          Reaching our goals improves service  
13          frequency, a level of service that our customers  
14          deserve and can depend on, means more trains and  
15          buses serving riders more often, which has been  
16          the final challenge for CTA as we work diligently  
17          to move past the lingering system impacts of a  
18          global COVID-19 health emergency.

19          Our service improvements have been made  
20          possible by the continued focus on growing our  
21          workforce, providing the training necessary to  
22          hire and promote employees into essential  
23          positions, most notably bus and rail operators.

24          This summer, CTA's bus operator staffing

1 returned to prepandemic levels, which has improved  
2 service frequency as well as its reliability. And  
3 by the end of this year, we will have trained more  
4 than 200 new rail operators. Our newly trained  
5 rail operators have been the key staffing  
6 milestone that has made it possible for us to  
7 return our rail service to 2019 levels.

8 I would also point out, if you follow the  
9 news reports from the media and look at places  
10 like the school bus drivers for the Chicago Public  
11 School system, there are still many companies that  
12 are facing tremendous challenges in terms of  
13 hiring and recruiting people to fill these type of  
14 key positions.

15 I also would like to acknowledge CTA's  
16 customers' concerned -- or continued and steady  
17 return to transit and the ridership gains that  
18 we've employed over the past year.

19 In 2024, CTA riders logged 86 days of one  
20 million or more rides systemwide. That is up from  
21 27 one-million-plus ride days in 2023.

22 On 78 days, CTA bus customers took more  
23 than 600,000 rides, which is up from only 4 days  
24 of a similar daily bus ridership last year. And

1 on the rail side, August 1st marked the first time  
2 that our rail ridership exceeded 500,000 daily  
3 rides since the start of the pandemic.

4 In August, CTA celebrated an historic Red  
5 Line Extension Project milestone when a project  
6 construction contract was awarded to Walsh Vinci  
7 Transit Community Partners to design and build a  
8 5.6 mile extension of the Red Line.

9 As you know, this equity-focused  
10 initiative is the largest capital construction  
11 project in CTA's history. It will have  
12 long-lasting economic benefits that will be  
13 generated for the far south side through small  
14 business to career opportunities with RLE and CTA  
15 as well as new economic development for the  
16 project area that will benefit the entire City of  
17 Chicago. And I'm pleased to report to you that we  
18 are on target to sign the grant -- the Federal  
19 grant for that project early in January.

20 I also want to again highlight the  
21 performance and dedication shown by CTA employees  
22 as they successfully supported the Democratic  
23 National Convention in August.

24 For months proceeding the convention, CTA

1 staff met with local and national officials to  
2 ensure that we were prepared to welcome delegates  
3 and accommodate their needs.

4 During the DNC, staff operated buses on  
5 newly planned routes, delivered rail service for  
6 special events, maintained our fleet and  
7 infrastructure, and coordinated resources for  
8 safety and security.

9 We also showcased our system through new  
10 marketing visuals and CTA volunteers. CTA  
11 employees did a great job and I could not be  
12 prouder of them.

13 Also, in August, CTA opened the \$80  
14 million Damen Green Line station, which was  
15 constructed in partnership between the Chicago  
16 Department of Transportation and CTA. Our new  
17 stunning multimodal station filled a 1.5 mile  
18 service gap between the Green Line's Ashland and  
19 California stops. The opening of the Damen Green  
20 Line stop restored service at that location for  
21 the first time since the original Damen station  
22 was closed in 1948.

23 Last July, we also launched our new Bus  
24 Vision project, which will help us to reimagine

1 our bus network, determine what improvements we  
2 should implement in the future, and ensure that we  
3 are providing the best, most equitable bus service  
4 possible for our customers.

5 The project also includes a framing  
6 report, which provides an extensive analysis of  
7 our existing bus system and offers key  
8 consideration for the future. This study is the  
9 first time that there has ever been a holistic  
10 look at CTA's bus system. And for anyone who has  
11 not yet done so, I encourage you to read and  
12 consider this visionary report.

13 In March, CTA launched our new Innovation  
14 Studio, which is CTA's vehicle for partnering with  
15 private sector company firms and organizations to  
16 conceive, develop, and test solutions for  
17 challenges in vital areas.

18 The Innovation Studio examines and pursues  
19 solutions for the improvements of rail system,  
20 safety, the development of new solutions for bus  
21 stop asset management, and the expansion of  
22 real-time information for our bus customers.  
23 These are among the most important issues facing  
24 CTA and we are always looking for ways to improve

1 and streamline the process and finding solutions  
2 to the questions that they present.

3 Finally, CTA is always concerned with  
4 issues of transit equity. And we've been a  
5 national leader in ensuring fairness and a more  
6 level playing field in terms of construction  
7 contract awards and job opportunities.

8 Over the past year, CTA has made contract  
9 awards of nearly \$84 million to certified  
10 disadvantaged business enterprise companies and  
11 firms while small business enterprises have  
12 received more than \$10.1 million in set aside  
13 contracts.

14 In addition, workers from economically  
15 disadvantaged areas have earned more than  
16 \$7 million in wages through CTA's construction  
17 projects.

18 I would also like to take a brief moment  
19 to provide you with a brief look towards 2025. In  
20 the coming year, CTA will surpass 2024 levels of  
21 service. We will achieve this goal by improving  
22 service frequency on key bus routes and rail  
23 routes all day, every day, including weekends.

24 In addition, we will work to identify

1 opportunities to invest in late night L service,  
2 which we know is most critical for those who are  
3 most transit dependent in our community.

4 We will work closely with the Chicago  
5 Department of Planning and other agencies to  
6 ensure the available sites near the Red Line  
7 Extension Project and elsewhere develop to serve  
8 as a catalyst for community building and economic  
9 development.

10 We will open six new accessible stations,  
11 including Lawrence, Berwyn, Bryn Mawr, and Argyle,  
12 which is part of the Red/Purple modernization  
13 phase one project, Racine, which is part of the  
14 Forest Park branch rebuild, and the Austin station  
15 on the Green Line.

16 And, finally, early next year, CTA, Metra,  
17 and Pace will launch the regional day pass, or  
18 what we'd call the RDP. The RDP will offer  
19 customers cost effective, convenient, and  
20 unlimited travel access across all three systems  
21 during the day further improving the customer  
22 experience and paving the way for better regional  
23 fare integration.

24 I believe that our agency has a great deal

1 to be proud of as a result of the work that we've  
2 done over the past year and I'm very excited about  
3 CTA's future, which offers us new opportunities to  
4 better serve those who take public transit.

5 We've worked very hard in pursuit of the  
6 progress that we've made and I want to once again  
7 thank our staff and our customers for being a part  
8 of our 2024 comeback.

9 Finally, I want to take a moment to  
10 recognize something that I think is indicative of  
11 how our employees perform and the commitments that  
12 they make to the communities that we serve.

13 This is truly a heartwarming story that's  
14 of unusual generosity that's a kind and charitable  
15 act that was done by one of our employees. This  
16 is a very unique commendation for us primarily  
17 because I was informed that this employee very  
18 specifically did not want to be recognized by name  
19 and I will honor that request.

20 Still, I think it's appropriate to share  
21 his story with you because it is a representation  
22 of both the character and many unheralded acts of  
23 kindness that our employees so often show to our  
24 customers.



1           Earlier this month, a CTA bus operator  
2 encountered a Walter Payton College Prep High  
3 School student aboard his bus who was not wearing  
4 a coat or a hat. This happened on a day with  
5 below freezing temperatures and the operator was  
6 concerned for the child's well-being. The  
7 operator asked the young man why he did not have  
8 on winter appropriate clothing and the child's  
9 response was that he did not own a coat.

10           At the end of his shift, the operator  
11 purchased a new coat, hat, and gloves for this  
12 young man and then returned to the school to  
13 deliver the clothing. In a letter that was sent  
14 to me, the school principal wrote that the young  
15 man is between homes and facing significant life  
16 challenges. Despite these impediments and the  
17 inclement weather Chicago has faced in recent  
18 weeks, the student remained determined to get his  
19 education.

20           As I mentioned earlier, I'm not at liberty  
21 to share this employee's name, but given his  
22 generosity of spirit, it is unsurprising that he  
23 preferred that his name remain private.

24           So instead of a personal commendation, I

1 want to take this opportunity to thank him and any  
2 CTA employee who operates with a similar  
3 generosity of spirit, including those who go out  
4 of their way to show small, mostly unrecognized  
5 kindness our customers, those who support their  
6 fellow coworkers through tough times, and  
7 unexpected life challenges, and, in the spirit of  
8 the holidays, those who find a way to serve their  
9 communities before and after full shifts of  
10 ensuring that CTA customers are able to enjoy  
11 quality public transit service every day.

12 CTA's family of employees, as you can  
13 imagine, are a very special group of people. And  
14 I want to send my thanks to this bus operator for  
15 going the extra mile, showing a level of care and  
16 compassion for a young man in need that truly  
17 embodies the Christmas spirit.

18 I'm going to close with this shameless but  
19 seasonally appropriate plug for everyone to be  
20 sure to get out and enjoy the experience of the  
21 Allstate Holiday CTA bus and train as they deliver  
22 holiday cheer around the City.

23 I should also point out, as a part of that  
24 effort, our employees also do a day where they

1 pass out Thanksgiving or Christmas dinners to  
2 those in need that are basically paid for by the  
3 contributions of CTA employees, which is an annual  
4 activity that we engage in every year as part of  
5 our giving back to the community.

6 Many of you have heard me say on more than  
7 one occasion that CTA is more than just moving  
8 people from point A to point B, that we are part  
9 of the community that we serve and we work very  
10 hard to improve and enhance that community. Some  
11 of that is done through the service we deliver,  
12 some of that is done through the kindness and acts  
13 of our employees on a daily basis, most of which  
14 we don't hear about or are even aware of at any  
15 particular point in time.

16 But it is an embodiment of the spirit and  
17 mission and culture of this organization to engage  
18 in these activities, and I couldn't be more proud  
19 of them as well as all the other men and women of  
20 this organization.

21 Mr. Chairman, that concludes my remarks.  
22 And I will end my comments by saying, as always,  
23 that we have been very appreciative of the support  
24 of the Board in carrying out our activities over

1 the course of this year and certainly look forward  
2 to working with all of you as we continue to  
3 improve CTA in the year to come.

4 Thank you very much. And I'm happy to  
5 answer any questions that you may have.

6 CHAIRMAN BARCLAY: Thank you, President  
7 Carter, for your update.

8 As we come to the end of the year, which  
9 is also a time of reflection, gratitude, and  
10 celebration, I want to commend you and your entire  
11 team for the effort and dedication you have shown  
12 throughout this year.

13 It's not lost on me or anyone on this  
14 Board that our agency has faced challenges this  
15 year; the tragic loss of four of our riders in a  
16 horrific shooting on the Blue Line and persistent  
17 challenges to public safety on our system, working  
18 towards solutions to address critical funding  
19 needs in 2026, working on service frequency and  
20 reliability.

21 But it's also been a year of growth,  
22 resilience, and significant progress; record  
23 hiring numbers, expanded bus service, increased  
24 ridership numbers, successful service delivery

1 during the DNC, all of the progress with the Red  
2 Line Extension Program as well.

3 I want to be clear that by recognizing our  
4 progress in these areas, I'm not ignoring or  
5 denying the challenges we face. Still, we can and  
6 should be able to celebrate the progress while  
7 being realistic about our challenges and  
8 continuing to work to address those.

9 While it's true that there is a lot more  
10 work to be done, I would be remiss not to  
11 highlight the team's hard work and dedication that  
12 have led to achievements this year and the  
13 improvements we're seeing. They're a testament to  
14 the focused efforts of everyone involved from the  
15 leadership to our frontline employees as well.

16 As we move forward to a new year, our  
17 focus on safety, reliability, and transparency  
18 will continue to guide our efforts. And I'm  
19 optimistic about the positive impact this will  
20 have on our service and the citizens we serve.

21 Finally, Mr. President, I want to also  
22 echo the holiday train program and bus program. I  
23 had the opportunity to take the maiden voyage this  
24 year again, I think, the day after Thanksgiving.

1 It's a wonderful experience. And our employees  
2 volunteer to do that work and it's just a  
3 tremendous, you know, experience.

4 So I would encourage my fellow Board  
5 members to get on board and to enjoy what our  
6 employees have worked really, really hard to do.  
7 It's just a small testament of their efforts  
8 again.

9 So, thank you. I know we've got a lot of  
10 work to do, a lot of things that, you know, CTA --  
11 we're lacking at this point, but I'm very pleased  
12 that we're moving in the right direction.

13 We don't hear terms like ghost trains  
14 anymore. A year ago, that was the echo and that  
15 was the thing. But we haven't heard that in a  
16 long time, ghost bus. So we're moving in the  
17 right direction. Ridership is up. And we've got  
18 a lot of work to do, but I'm pleased and I want to  
19 celebrate what we've achieved this year.

20 Thank you very much.

21 I'll open it up to any other Board members  
22 who may want to make comments.

23 DIRECTOR EADDY: Well, I'd just like to  
24 take this opportunity as one of the newest members

1 of the Board.

2 It's been very exciting and impressive to  
3 come to be better acquainted internally with all  
4 of the activity, actions, initiatives, that have  
5 gone into this year's efforts. I was even saying  
6 when we were in one of the briefings just the  
7 other day of how I have come now to be very clear  
8 on how things are trending in a very positive  
9 direction. And I can attribute that to  
10 leadership.

11 And I just want to commend you for the  
12 work that you're doing. As has already been  
13 stated as well, there are other things that have  
14 to be done. We know there's other challenges.  
15 But I want to commend you for the leadership that  
16 you've already displayed and all of what you have  
17 put in motion. And the future looks very bright.

18 Thank you, sir.

19 MS. GREENLEE: Other comments or questions  
20 from the Board?

21 DIRECTOR REQUEJO: I feel I should join my  
22 fellow beginning Board member is acknowledging how  
23 illuminating have been these six months of my  
24 tenure -- six-plus months of my tenure on the

1 Board.

2 I want to start where the President ended  
3 by acknowledging the amount of work and my  
4 personal thanks to the people who work outside of  
5 this building every day in driving buses and  
6 operating trains in garages in a lot of places  
7 that most people don't even know exist to make  
8 sure that people can go to their works, to their  
9 date, so their church, to their, you know,  
10 personal needs.

11 And the amount of work that goes in that  
12 job and the circumstances around that job and,  
13 particularly, the ones that we have been talking  
14 the most about, which is the safety situation that  
15 is going on for them is something that was -- one  
16 of my priorities during this day. And I  
17 appreciate, again, all the work that people  
18 outside of this building are doing every day.

19 The people inside of this building have  
20 been very responsive to my questions, my asks, my  
21 -- you know, all kinds of requests that I have --  
22 that I have made to get to understand better what  
23 the systemic routes of the problems that we have  
24 could be and how to best support. So I'm also



1 thankful to all of you here.

2 Today, I acknowledge that I've seen an  
3 improvement. And I've seen it personally true in  
4 the frequency of trains, in particular, and, also,  
5 buses. I do also want to remind folks, we're  
6 still very much challenged by our service levels  
7 and the quality of what we provide not being up to  
8 what we think should be quite yet. And that  
9 delta, I think, we can bridge in 2025 if we all  
10 work together, not only in what we do, but also in  
11 how we do it.

12 And, again, reminder that there is a lot  
13 of folks out there that want to help from a good  
14 place, from a place of generosity. And  
15 partnerships will be needed, collaboration will be  
16 needed, showing up as being an open, transparent  
17 organization will be welcome.

18 And just wanted to also close by  
19 mentioning three things I'm excited about and that  
20 I have made myself available to support. And I  
21 know many of my board members and colleagues in  
22 the field are also ready to support CTA all the  
23 way.

24 One is the strategic plan that is starting

1 right now, our first strategic planning in CTA  
2 history. Really important document that will  
3 guide decades from here on. So that's one thing.

4 The other piece that I'm really excited  
5 about is the promise to increase frequency to  
6 ten-minute headways or less in several bus routes  
7 -- in 20, I think, bus routes and in all trains.  
8 That will be huge if we're able to deliver on this  
9 project. And we have to deliver on that promise.

10 There is a plug here also to invite our  
11 colleagues and friends from CDOT and from IDOT and  
12 congrats to the new secretary in IDOT. Great  
13 colleague. Because without them, we cannot  
14 deliver on the frequency part of the buses in  
15 particular. So that's the second thing.

16 And the third thing is the work that all  
17 of us collectively are going to have to do and  
18 accomplish together in Springfield to make sure  
19 that we not only fill the gap -- because the gap  
20 is only taking us to where we were. But we need  
21 more than that because where we were is not  
22 sufficient. And I think we can all agree on that.  
23 So that's the third piece of the plan for 2025  
24 that I'm excited about.

1 I want to, again, thank everybody at CTA  
2 that is providing the service on a daily basis and  
3 those who work here in the headquarters for your  
4 support during this year and you can count on me  
5 to help you succeed in 2025.

6 DIRECTOR ORTIZ: I can go next.

7 I second all the comments that have been  
8 shared. The system is huge. We're the third  
9 largest city. And, obviously, our connections  
10 both in this city and to our suburban areas are  
11 huge and no small task at hand.

12 So I appreciate the opportunity of  
13 everyone working together, all the staff people,  
14 all the dedication that I've seen throughout the  
15 year. And so I really do appreciate that. All of  
16 these efforts, I've seen them. We don't always  
17 call out every good, kind deed, but I've seen them  
18 and I really do appreciate and value the kindness  
19 of everyone who is contributing to this system,  
20 contributing to this work, not just for CTA but  
21 for our city as a whole and our region.

22 I've been really excited about our work in  
23 equity, so continually support that piece of our  
24 work as a whole. Our strategic plan, obviously,

1 and safety, I think, is going to be really  
2 important.

3 And just overall, thank you to everyone  
4 for all the great work. It's been a hard year,  
5 but, you know, I think every year brings its own  
6 challenges and its own opportunities and I think  
7 we're definitely trying to make the most out of  
8 every opportunity that we have.

9 Challenging times are ahead, so I  
10 recognize the opportunity to make sure that we  
11 have the right funding and that we have just the  
12 opportunity to maximize resources as we move  
13 along. So thank you to everyone.

14 DIRECTOR JHA: Yeah. I second -- I don't  
15 think we need to get into the details. Thank you  
16 again. Happy holidays. I think we recognize all  
17 that work that goes in. But there's more to be  
18 done. And I think starting the strategic plan and  
19 roadmap -- let's get 2025 going. It's time.

20 DIRECTOR LEE: Looking forward to more  
21 collaboration in the new year. I'm very excited  
22 about the accessibility coming up. Looking  
23 forward to more trains that I can ride.

24 But, really, just reflecting that the CTA

1 makes Chicago great. This is why I live in  
2 Chicago. And this is why a lot of people live  
3 here. So we have a lot of work to do, but we  
4 can't skip the greatness that we are. So, thank  
5 you, everyone. Thanks to the leadership and,  
6 also, everyone who is out there on the frontlines.

7 MS. GREENLEE: Thank you.

8 I will just note for the record that  
9 Director Roberto Requejo has joined the meeting.

10 CHAIRMAN BARCLAY: Thank you, Georgette.

11 Georgette, did you want to go back to the  
12 item we deferred with Ms. Raby?

13 MS. GREENLEE: I would like to go to that  
14 item after executive session, if it's okay with  
15 Chairman Barclay.

16 CHAIRMAN BARCLAY: That's fine.

17 And thanks again, President Carter.

18 The next item on the agenda is No. 6.

19 It's executive session. Kent Ray, it's my  
20 understanding that we have executive session  
21 today.

22 MR. RAY: Yes, Chairman. We will go into  
23 closed session today pursuant to the Illinois Open  
24 Meetings Act sections 2(c), 11, and 21.

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1 CHAIRMAN BARCLAY: I will now entertain a  
2 motion to recess into the executive session for  
3 reasons stated by counsel.

4 DIRECTOR EADDY: So moved.

5 DIRECTOR JHA: Second.

6 MS. GREENLEE: It's been properly moved  
7 and seconded by Director Eaddy and Director Jha  
8 that the CTA Transit Board will move into  
9 executive session.

10 We'll take a roll call vote.

11 Director Eaddy.

12 DIRECTOR EADDY: Yes.

13 MS. GREENLEE: Director Lee.

14 DIRECTOR LEE: Yes.

15 MS. GREENLEE: Chairman Barclay.

16 CHAIRMAN BARCLAY: Yes.

17 MS. GREENLEE: Director Ortiz.

18 DIRECTOR ORTIZ: Yes.

19 MS. GREENLEE: Director Requejo.

20 DIRECTOR REQUEJO: Yes.

21 MS. GREENLEE: Director Jha.

22 DIRECTOR JHA: Yes.

23 MS. GREENLEE: The motion passes.

24 (Whereupon, the Board moved into executive

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1 session.)

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

4 DIRECTOR EADDY: So moved.

5 DIRECTOR JHA: Second.

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

9 We'll take a roll call vote.

10 Director Eaddy.

11 DIRECTOR EADDY: Yes.

12 MS. GREENLEE: Director Lee.

13 DIRECTOR LEE: Yes.

14 MS. GREENLEE: Chairman Barclay.

15 CHAIRMAN BARCLAY: Yes.

16 MS. GREENLEE: Director Ortiz.

17 DIRECTOR ORTIZ: Yes.

18 MS. GREENLEE: Director Requejo.

19 DIRECTOR REQUEJO: Yes.

20 MS. GREENLEE: Director Jha.

21 DIRECTOR JHA: Yes.

22 MS. GREENLEE: The motion passes.

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

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1 MR. RAY: In item 6A, the Board reviewed  
2 the closed session meeting minutes from October  
3 9th, 2024, Chairman.

4 CHAIRMAN BARCLAY: May I please have a  
5 motion to approve the closed session meeting --  
6 closed session minutes for October 9th, 2024?

7 DIRECTOR EADDY: So moved.

8 DIRECTOR JHA: Second.

9 MS. GREENLEE: It's been moved by Director  
10 Eaddy, seconded by Director Jha that the Board  
11 approve the closed session minutes from October  
12 9th, 2024.

13 We'll take a roll call vote.

14 Director Jha.

15 DIRECTOR JHA: Yes.

16 MS. GREENLEE: Director Requejo.

17 DIRECTOR REQUEJO: Yes.

18 MS. GREENLEE: Director Ortiz.

19 DIRECTOR ORTIZ: Yes.

20 MS. GREENLEE: Chairman Barclay.

21 CHAIRMAN BARCLAY: Yes.

22 MS. GREENLEE: Director Lee.

23 DIRECTOR LEE: Yes.

24 MS. GREENLEE: Director Eaddy.



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1 DIRECTOR EADDY: Yes.

2 MS. GREENLEE: The motion passes.

3 CHAIRMAN BARCLAY: We will now address  
4 Board agenda item 6B, Kent.

5 MR. RAY: In item 6B, the Board reviewed a  
6 proposed settlement in the case of Victoria Hammel  
7 versus Chicago Transit Authority and Perrion  
8 Flowers pending in the Circuit Court of Cook  
9 County. Case No. 2020L002246.

10 CHAIRMAN BARCLAY: I will now entertain a  
11 motion to approve the settlement award negotiated  
12 by counsel in the matter of Victoria Hammel versus  
13 Chicago Transit Authority and Perrion Flowers in  
14 the Circuit Court of Cook County, case  
15 No. 2020L002246, in the amount of \$4 million.

16 DIRECTOR EADDY: So moved.

17 DIRECTOR JHA: Second.

18 MS. GREENLEE: It's been moved by Director  
19 Eaddy, seconded by Director Jha that the Board  
20 approve the settlement award negotiated by counsel  
21 in the matter of Victoria Hammel versus the  
22 Chicago Transit Authority and Perrion Flowers.

23 We'll take a roll call vote.

24 Director Eaddy.

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1 DIRECTOR EADDY: Yes.

2 MS. GREENLEE: Director Lee.

3 DIRECTOR LEE: Yes.

4 MS. GREENLEE: Chairman Barclay.

5 CHAIRMAN BARCLAY: Yes.

6 MS. GREENLEE: Director Ortiz.

7 DIRECTOR ORTIZ: Yes.

8 MS. GREENLEE: Director Requejo.

9 DIRECTOR REQUEJO: Yes.

10 MS. GREENLEE: Director Jha.

11 DIRECTOR JHA: Yes.

12 MS. GREENLEE: The motion passes.

13 Chairman Barclay, Chairperson Raby from  
14 the Citizens Advisory Board has arrived. We would  
15 like to entertain her report at this time.

16 CHAIRMAN BARCLAY: Thank you.

17 MS. GREENLEE: Chairperson Raby.

18 MS. RABY: Good morning, everyone. Thank  
19 you for allowing me to speak. I apologize for my  
20 tardiness.

21 So, good morning. My name is Katanya  
22 Raby, and I am the Chairperson of the Citizens  
23 Advisory Board. I am happy to be here to report  
24 on the activities of the Citizens Advisory Board

1 for the fourth quarter.

2 Last week, on December 6th, we met and we  
3 engaged in the challenge of charting our course  
4 for 2025. We've been serving since June 2023.  
5 And we want to make sure that we are being of  
6 service to the CTA and to our constituents.

7 And so we have had the opportunity to  
8 receive many presentations from a variety of folks  
9 of leadership here at CTA on quite a few great  
10 topics, actually.

11 We had CTA chiefs and vice presidents to  
12 speak with us about items such as the Bus Vision  
13 project, the Red Line Extension Project, way  
14 finding and signage updates, the launch of the CTA  
15 chatbot, and safety and security and, of course,  
16 the proposed budgets for 2024 and 2025.

17 And these presentations have been  
18 incredibly essential so that we could be better  
19 informed as we move forward as a Citizens Advisory  
20 Board, but we also feel compelled to make sure  
21 that we are in concert with our communities and  
22 the organizations that we all represent.

23 So we are looking to really shore up the  
24 mission of the CAB. So that is one thing that we

1 began to do last week. We started to put together  
2 what our mission statement is and get a better  
3 understanding of why we are this group of people  
4 and how will we better serve the CTA and our  
5 constituents.

6 So we discussed our current community  
7 engagement activities and any activities that CTA  
8 may have coming up and how we can participate in  
9 those and then how we can also better connect with  
10 you all and see how we can be of advisement to you  
11 or in better communication with you all.

12 So we will be -- in order to better  
13 address these issues, we will be meeting more  
14 frequently. Right now, for the -- 2023 and 2024,  
15 we have been meeting quarterly. So we've agreed  
16 that we would meet monthly so that we can have  
17 more time to work together, have some more  
18 fruitful conversations that we can funnel up to  
19 you all, and be in better concert with the work  
20 that you all are doing. So starting in January,  
21 we'll be meeting monthly.

22 Our terms are up in -- I think at the end  
23 of June. So we're wanting to make sure that we're  
24 being as intentional as we can in this time that

1 we have left as the current CAB and we are also  
2 working to focus on some subject matters that we  
3 felt were most -- that resonated with us most as a  
4 Board.

5 So we'll be taking time in these upcoming  
6 sessions to really dig into those topic areas.  
7 And then our hope is to present a report for you  
8 all at the end of our tenure. This report will be  
9 informative to you and also to the next group of  
10 folks coming in, the new CAB that will be  
11 installed this summer.

12 So those are some of the things that we  
13 have been focused on. And we're really excited to  
14 really take the -- what we've learned over the  
15 last year and some change so that we can be as --  
16 you know, show up as best as we can as a CAB and  
17 create some opportunities for working together and  
18 building together with you all and the leadership  
19 here.

20 CHAIRMAN BARCLAY: Thank you.

21 Any questions from Board members?

22 DIRECTOR ORTIZ: No. We appreciate the  
23 commitment to more meetings. Obviously, a lot of  
24 things happen in between that, so we appreciate

1 the willingness and the interest to be even more  
2 proactive and active in this role. I look  
3 forward, also, to the report or any briefings or  
4 drafts of that.

5 Thank you.

6 MS. RABY: Well, thank you, all. And  
7 happy holidays and happy New Year.

8 DIRECTOR REQUEJO: Can I just add a few  
9 words, too?

10 Because, first of all, appreciation for  
11 the service that you, Katanya, and the group has  
12 provided to CTA and to this Board. I love the  
13 idea of this report, this summary of, you know,  
14 recommendations, whatever you want to structure at  
15 the end of the tenure of the current Advisory  
16 Board.

17 I would love it if the report could  
18 include not only recommendations for CTA and for  
19 areas of interest, but, also, in cases of -- in  
20 part of it, about the structure and the resources  
21 available to the committee itself.

22 Because I am aware that this is a  
23 volunteer position, that you're all citizens, and  
24 we're asking citizens to show up, volunteer their

1 time, you know, and put a lot of effort, time,  
2 etc. And I'm not entirely sure if that system  
3 works or if you all need something else or -- any  
4 recommendations, again, to modify the process and  
5 the structure itself would be helpful because to a  
6 great extent because, next year, as I mentioned  
7 before, is a big year for CTA and there's going to  
8 be a lot of initiatives going on that are going to  
9 require a very active and engaged Citizens  
10 Advisory Board.

11 If we're asking for resources to  
12 Springfield, hey, we are deploying new  
13 technologies, new frequencies, etc., we're going  
14 to need your perspective into that.

15 And so I wanted to just request that of  
16 you, as you think about that report, that you  
17 include recommendations also on how to make that  
18 committee itself better prepared to help us with  
19 all of that.

20 And thank you again.

21 MS. RABY: Thank you for saying that --  
22 for your thoughts around it. I think -- to your  
23 point, I mean, we are definitely super volunteers.  
24 And we are very passionate about it because, you

1 know, the system means a lot to us very much  
2 personally and beyond that.

3 And so, you know, thinking about the  
4 resources that are necessary to support us as we  
5 move forward with this work is definitely an  
6 important thing to add to and consider including  
7 in this report. And I'm sure that my fellow  
8 Citizen Advisory Board members would agree.

9 So thank you for adding that. And I'll be  
10 sure to include that in our future discussions.

11 MS. GREENLEE: Other comments or questions  
12 from other Board members?

13 DIRECTOR EADDY: No questions.

14 DIRECTOR JHA: No questions.

15 MS. RABY: Thank you, all. And happy New  
16 Year and stuff.

17 MS. GREENLEE: Thank you, Chairperson  
18 Raby.

19 CHAIRMAN BARCLAY: We will now address  
20 Board agenda item 7, Board matters.

21 Georgette, do we have any Board matters  
22 today?

23 MS. GREENLEE: Mr. Chairman, there are no  
24 Board matters for today.



1           CHAIRMAN BARCLAY: Our next order of  
2 business is a report from the committee on  
3 Finance, Audit, and Budget.

4           Director Lee.

5           DIRECTOR LEE: The Committee met earlier  
6 this morning and approved the November 13, 2024  
7 committee minutes and reviewed the finance report.

8           The committee also reviewed four  
9 ordinances.

10          Number one, review of an ordinance  
11 authorizing a grant of a permanent and  
12 nonexclusive easement to Dick Keefe Development  
13 Corporation for property located between Maple  
14 Avenue and Isabella Street adjacent to the Purple  
15 Line in Wilmette, Illinois.

16          Second, we reviewed an ordinance  
17 authorizing payment of relocation expenses arising  
18 from the acquisition of property located at 11810  
19 South Calumet Avenue, Chicago, Illinois in the Red  
20 Line Extension Project.

21          Third, we reviewed an ordinance  
22 authorizing a memorandum of understanding with the  
23 DePaul University Dreihaus College of Business for  
24 two pilot programs to support the Chicago Transit

1 Authority's Disadvantaged Business Enterprise  
2 Program in the Red Line Extension Transit  
3 Supportive Development Plan.

4 And, lastly, we reviewed an ordinance  
5 authorizing the purchase of an underground storage  
6 tank insurance policy year dating January 28th,  
7 2025 through January 28th, 2026.

8 The Committee also reviewed nine contracts  
9 and placed four ordinances and nine contracts on  
10 the omnibus. The Committee approved and  
11 recommended for Board approval the four ordinances  
12 and nine contracts.

13 This concludes the report of the Finance,  
14 Audit, and Budget Committee.

15 CHAIRMAN BARCLAY: Thank you, Director  
16 Lee.

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

19 DIRECTOR EADDY: So moved.

20 DIRECTOR JHA: Second.

21 MS. GREENLEE: It's been moved by Director  
22 Eaddy, seconded by Director Jha that the omnibus  
23 be approved.

24 We'll take a roll call vote.

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1 Director Eaddy.

2 DIRECTOR EADDY: Yes.

3 MS. GREENLEE: Director Lee.

4 DIRECTOR LEE: Yes.

5 MS. GREENLEE: Chairman Barclay.

6 CHAIRMAN BARCLAY: Yes.

7 MS. GREENLEE: Director Ortiz.

8 DIRECTOR ORTIZ: Yes.

9 MS. GREENLEE: Director Requejo.

10 DIRECTOR REQUEJO: Yes.

11 MS. GREENLEE: Director Jha.

12 DIRECTOR JHA: Yes.

13 MS. GREENLEE: The motion passes.

14 CHAIRMAN BARCLAY: Our next order of  
15 business is the construction report by Bill  
16 Mooney, our chief infrastructure officer, and  
17 JuanPablo Prieto, our director of diversity  
18 programs.

19 MR. MOONEY: Good morning. Bill Mooney,  
20 your chief infrastructure officer. And I'm joined  
21 by --

22 MR. PRIETO: JuanPablo Prieto, director of  
23 diversity programs.

24 MR. MOONEY: We are here with your monthly

1 construction report.

2 We'll start where we normally do, our  
3 Canal, Barry, Damen substation upgrade project.  
4 Work continues at all three sites as we quickly  
5 move towards -- away from major infrastructure and  
6 into really the big electrical buildouts and  
7 commissioning of those facilities.

8 Here are some photos from that. This is  
9 Damen. So over the last couple months, I've shown  
10 you the enclosure of the building being finished  
11 out. Here they now started moving in all the  
12 traction power equipment and are starting to do  
13 the commissioning testing. This is a multi-month  
14 effort here in the commissioning process.

15 It is a fail safe system. It has lots of  
16 redundancies built into it into our more global  
17 power network as well as the facility itself. And  
18 so there's lots of aspects that go through in the  
19 qualifications of this equipment before it's put  
20 online. But we're looking to see this come online  
21 very edge of this year, very beginning of next  
22 year.

23 Here at Barry, they're finishing up kind  
24 of that infrastructure build, getting the building

1 water tight as a -- prep it to be able to start  
2 bringing in this equipment in the upcoming month.  
3 And then you'll see a similar process going on at  
4 Barry over the early part of 2025 as that facility  
5 comes online in the spring.

6 Here's the exterior of building right  
7 before the major weather came in. They got the  
8 street restoration done. You can see kind of the  
9 facade. This building does get a terracotta shade  
10 that goes around the glass enclosure there, which  
11 will be coming on in the spring as they're  
12 finishing up kind of that curtain wall work, but  
13 they are trying to get winter tight so they can  
14 start heating the facility, get all the flooring  
15 done, and all those key aspects.

16 And Haymarket, which is kind of a partner  
17 substation to Canal breaker house is actually  
18 commissioning all of its equipment. Here, they're  
19 doing something called short circuit testing. So  
20 this actually validates it. If we were to have an  
21 incident on the right of way that caused a ground  
22 fault that the equipment fails in a safe manner.  
23 Pretty vigorous test, but we actually served a  
24 bunch of power into the system to make it simulate

1 that behavior.

2           Ultimately, once they validate that, they  
3 can start doing the commissioning on the Canal  
4 breaker house. So you'll see that coming on in  
5 kind of the early part of the year.

6           This project looks to wrap up kind of in  
7 the spring. It's a pretty significant investment  
8 in our infrastructure on the Blue Line. And as we  
9 are starting to see that service coming online,  
10 the need for this additional power is really  
11 important.

12           On our Western station project, most of  
13 the exterior work is wrapping up for the season as  
14 we are coming into these winter months. So I've  
15 shown you over the last couple months the painting  
16 on the platform level, that restoration of that  
17 ADA tactile edge, as well as other concrete  
18 repairs. Here, you get kind of that pullback  
19 picture. It gives you the big view.

20           If you had to ever experience Western  
21 firsthand, painting was a pretty significant issue  
22 there. It was the big thing the community when we  
23 went out and talked about this project, saw as a  
24 value to the project.

1           Here, you can see that finishing kind of  
2           of that tactile edge on the inbound, which last  
3           month we were just finishing up the process. And  
4           they also are finishing up some of the structural  
5           restoration on the outside. As we move towards  
6           those winter months, you'll start to see more of  
7           the activity inside the stationhouse itself. And  
8           then in the spring, you'll start to see bus  
9           turnaround work.

10           Our Harlem station bus bridge  
11           improvements. So we've got beams. Since last  
12           month when we showed them all coming down, we've  
13           started to put them all back.

14           So over a series of overnight closures  
15           over I-90 here, we set a series of beams, it's  
16           something like 20 total. They were getting three  
17           or four of them a night.

18           You can see, again, the size of the crane  
19           as they had to make these large reaches for the  
20           set. So all the beams are actually in place.  
21           Here, you can see a different view of that beam  
22           setting on the nightly basis. It was a pretty  
23           impressive operation. Again, we do a lot of  
24           structure work, but not often bridges. So it's

1 kind of an interesting project for us to take on.

2 Here, they are actually adding a  
3 protective sheathing. So once those beams are in  
4 place, they actually cover them with wood deck  
5 underneath it so that they can work over actually  
6 on the highway and start pouring the concrete  
7 deck, which is the upcoming work. As they'll  
8 finish kind of all the tie-ins, they'll form and  
9 rebar and then they'll pour weather permitting  
10 probably in the early part of next year. You can  
11 kind of see that daylight picture of that whole  
12 set.

13 Racine and Morgan continue to move along  
14 in a very quick pace. So here is Racine station.  
15 This is looking north. You can see the elevated  
16 facade, the building is being weather tightened  
17 for the winter so that -- also, work on the  
18 inside.

19 All the grid system has been added to the  
20 exterior of the building. You'll start seeing the  
21 precast facade that goes up on this building.  
22 It's a white precast panel facade that's got some  
23 imprints in it to give it texture. You can see  
24 that full water case stairwell over there as well,



1 which we've shown kind of pieces of it coming in.  
2 They're getting ready to set stairs that go with  
3 that.

4           Here is the opposite view. Again, you can  
5 see kind of all the architectural features there.  
6 And then here's an interior view. So if you're  
7 looking kind of out from the main station entrance  
8 all the way to the back, that cinderblock wall in  
9 the back is where the elevator tower comes in.  
10 And that will be where our new elevator comes in  
11 place.

12           That waterfall stairwell is kind of to the  
13 right of the screen there. Left of the screen is  
14 your back of the house stuff, storage facilities,  
15 washrooms, electrical rooms, stuff like that.  
16 Your fare equipment kind of comes across from  
17 there. And then that art that was approved, it  
18 will be in kind of the back right there. So those  
19 window slits and have the art kind of installed  
20 all along there.

21           And then here is that platform level. So  
22 you can see that stairwell again, as we're putting  
23 the roof on that, as well as the all the  
24 installation of the numerous amounts of electrical

1 conduits and lighting that are being installed.

2           And here is Morgan. So Morgan is a little  
3 bit further behind Racine on the enclosure. It is  
4 quickly coming into weather tightening as well.  
5 So once they get the building kind of secured,  
6 then they'll start kind of the interior finishes  
7 and starting to bring in equipment as you've seen  
8 at Canal, Barry, Damen. Looking towards the end  
9 of the year, beginning of 2026, Racine is in  
10 spring of next year. We'll see that opening and  
11 then they'll switch to the west side.

12           Refreshed and renewed for the year is  
13 coming quickly to closure. You'll hear the final  
14 report next month. We are substantially complete.  
15 The last station is being wrapped up in early  
16 December as well as the last bus turnaround.  
17 We'll highlight a couple of the recent stations.

18           Paulina, before/after of the lighting  
19 upgrades, painting and touch up, cleaning, that  
20 real pop-out coat of paint. Here it is with  
21 platform level with brickwork.

22           Davis Purple was interesting. So we  
23 actually had a raccoon problem. A series of  
24 raccoons kept breaking into the ceiling and

1 causing damage to the ceiling tiles. We ended up  
2 having to completely remove the ceiling, find out  
3 where the intrusion was, secure the facility again  
4 from that, and then we refabricated a brand new  
5 ceiling there.

6 So this took multiple months from it being  
7 removed to be able to do that kind of securing  
8 work and then actually to fabricate the new grid  
9 system. But it really is impressive and it's a  
10 really nice component as part of the general  
11 refresh of that station there.

12 Here is Oakton on the Yellow Line. So you  
13 can see the before and after. This is the  
14 customer assistance booth there. Here is the main  
15 walkway there. Again, kind of a big pop out with  
16 the lighting and painting upgrades.

17 Here we are at the bus turnaround, the so  
18 the exterior facing components for the customer,  
19 that refreshed painting, safety lines, things like  
20 that. And then on the interior side, our employee  
21 facing facilities that side, new flooring, update  
22 painting, and others.

23 Moving on to RPM. We are active on both  
24 the Lawrence, Bryn Mawr stretch as well as the

1 Red/Purple bypass area. We're really getting  
2 ready for phase changes in the RPB area. As we  
3 move into next -- part of next year, you'll start  
4 to see a series of outages and reroutes and things  
5 like that as we start to get prepared to put that  
6 track that I've been showing you being built in  
7 service as this comes quickly to conclusion.

8 So, here, you can see the Red/Purple  
9 bypass up here. They're installing a sound wall  
10 on the -- it is one and two sides of those tracks  
11 there.

12 Here, you can see they're prepping  
13 steelwork. This ultimately is up. You can see  
14 Addison station in the background. This is  
15 actually part of the untangling of the reroutes  
16 we've had in place. So they're preparing the  
17 steel. And, ultimately, you'll see them laying  
18 out the grid work of new ties as we start to undo  
19 the cut and throws we have in place to be able to  
20 put that new structure in service.

21 Up here on the LBMM stretch, you're  
22 actually seeing Bryn Mawr station. So Bryn Mawr,  
23 as they've been working north to south, is the  
24 furthest along. It is fully enclosed at this

1 point and it is exterior and interior facades.

2 So here you can actually see the  
3 terracotta wall panels being installed. It has  
4 granite flooring in place. It's actually had the  
5 electrical lines livened up for one of the feeds  
6 there. So it's starting to get the electricity  
7 online, the elevators being installed, and we're  
8 starting to start building up the cabinets there  
9 and get that in service.

10 From there, you work further down. Berwyn  
11 is completely water tight. They're now working on  
12 the fireproofing and exterior there.

13 And then you can see here at Argyle,  
14 they're finishing up the platform treatments there  
15 so they can start doing all the detailed work, get  
16 the canopies installed, get the electrical in  
17 place there.

18 And at Lawrence, we finished our major  
19 milestone of the project. We are done building  
20 segments. So the last piece of the segments was  
21 installed. This is the last major structural  
22 component there.

23 Next month, you'll see some photos as they  
24 start the final last span. It's actually a built

1 in place steel span, a very short span. But we  
2 said good-bye to Windy City Gantry. So after  
3 multiple years of service, two rounds, it has done  
4 its job. It was decommissioned and was removed.  
5 So if you go up there, you don't see it there  
6 anymore. And we celebrated that.

7 So on our outreach events, for some of you  
8 that were on the Board at the time, the name Windy  
9 City Gantry was tied to Goudy Elementary. So at  
10 the time it was a second grade class. We  
11 sponsored a name the gantry contrast. And the  
12 Windy City Gantry was the winning name. The  
13 runner-up the Roblox Gantry, for anyone that has  
14 young children can appreciate the power of that  
15 term.

16 But Windy City was the name. And so we  
17 went back to the school at Goudy Elementary, had a  
18 pizza party with them, brought them the replica  
19 decal that was on the side of it with that name on  
20 it. The entire team signed it and they turned it  
21 over to the school as a memento of that occasion.

22 They did a lot of Q and A. We've been  
23 involved with that school because it's right  
24 there, directly adjacent to work we're doing, lots

1 of input. Lots of really insightful questions  
2 from the kids, too. It was really interesting.

3 One of the most interesting ones was do  
4 you ever get a break, right? Because they see  
5 construction going on year round, right? Do you  
6 guys ever get to take vacations? I thought it was  
7 really interesting and insightful. I think my  
8 children would agree that, no, you don't really  
9 get to take vacations. But it was a great  
10 experience. I think the project team really  
11 enjoyed working with the school and it's really a  
12 bonus being able to give back in that way.

13 Lots of other activities going on. We  
14 have ongoing outreach with all the neighborhood  
15 organizations, the 44th, 46th, 48th aldermen, as  
16 well as the local chamber of commerce. We  
17 participated in the upcoming planning events for  
18 the Lunar New Year Parade, which goes right  
19 through the Argyle area there, and so we actually  
20 do a lot of work kind of to help our footprint and  
21 relationship to be able to facilitate it as well  
22 as we participate in the parade.

23 So with that, I'll turn it over to  
24 JuanPablo.

1 MR. PRIETO: Thanks, Bill.

2 RPM updates and then, also, the activities  
3 for DBE and workforce outreach. As of the end of  
4 October, 121 unique DBE firms have been awarded  
5 over \$289 million between the design and  
6 construction packages on RPM phase 1. 54 of those  
7 firms are new to CTA.

8 And then DBEs have been paid more than  
9 \$188 million, which puts the prime contractor's  
10 attainment at 17.61 percent, on track to meet our  
11 20 percent goal.

12 On the workforce side, as of the end of  
13 October, we've had over 2,500 unique individuals  
14 that have worked over 2 million labor hours. And  
15 they've also earned over \$124 million in wages.  
16 Walsh-Fluor is on track to meet those workforce  
17 goals.

18 In November, we attended a number of  
19 events to inform small businesses and residents  
20 about the contracting and career opportunities on  
21 CTA projects. That includes attending the  
22 National Association of Minority Contractors  
23 membership meeting, the Illinois Tollway  
24 government contracting event.



1           We did a certification drive in the RLE  
2 footprint. We'll be doing several of those as we  
3 get businesses ready to bid on the packages that  
4 Walsh Vinci will put out. And we also started our  
5 -- continued our road shows. We did one with the  
6 Hispanic American Industry Construction -- I'm  
7 sorry -- Hispanic American Construction Industry  
8 Association or HACIA.

9           We did these -- a series of these when we  
10 short listed the firms for RLE. We told firms to  
11 get ready, the work was coming, and we'll be back  
12 once we awarded the prime contract. So, now,  
13 we're coming back with the prime contractor and  
14 having them talk about their plan for DBE  
15 participation and engage the community.

16           And we also hosted a preapprentice fair at  
17 Daley College where we had individuals come learn  
18 about different preapprenticeship programs and how  
19 you get into building trades. So we hope to  
20 continue to engage with those individuals and help  
21 them either start or continue their career in the  
22 trades.

23           That concludes our report. Happy to  
24 answer any questions.

1 MS. GREENLEE: Chairman?

2 CHAIRMAN BARCLAY: Mr. Mooney, I noticed  
3 that you talked about getting the young kids  
4 involved in the RPM project. Do you think we  
5 could do the same thing on the south side for the  
6 RLE?

7 MR. MOONEY: Yeah. We've got a lot of  
8 really exciting plans around that as we start to  
9 get our footprint there.

10 A few months back, we talked a little bit  
11 about the kids came out and talked about Aldridge  
12 Elementary. We participated in kind of a planning  
13 study where the kids came out and talked about  
14 their vision for the gardens. And we were -- our  
15 investment there and what gets built around our  
16 investment is supported there and it was from the  
17 eyes of the kids and what they wanted to see,  
18 right?

19 And so that was a really unique  
20 opportunity. We've been looking to get into those  
21 partnerships. And so we were really excited to  
22 have that opportunity to partner with that and we  
23 saw it as a steppingstone.

24 We've had a series of them. In the early

1 part of next year, you'll start seeing RLE stuff  
2 on the Board agenda. We're looking at February  
3 having enough sustained activity in the packages  
4 and you'll see some of the things we're talking  
5 about there.

6 We've got a partnership where we went into  
7 classrooms with a lot of our STEM folks from  
8 construction and engineering side that they came  
9 into a series of classrooms in the footprint, we  
10 were partnered with two or three schools there  
11 where we got sessions, we went in and talked a  
12 little bit about the work we do, what's available  
13 in the industry.

14 Our team -- we probably had 20 or so from  
15 both our contractor supports, our professional  
16 service side, to our dedicated staff itself being  
17 able to do those things. So we really cherish  
18 those opportunities. It's great to help them  
19 understand the value of the impact, but it's also,  
20 to me, the best recruiting opportunity.

21 You know, it's a really challenging field  
22 to get into and it's a really rewarding field in  
23 helping kids understand that path and being able  
24 to support them there.

1           CHAIRMAN BARCLAY: Yeah. I'm fascinated  
2 by some of this. Had I had that exposure, I would  
3 not have wasted 40 years as a lawyer. That's for  
4 me and my psychiatrist.

5           Thank you. I appreciate it.

6           MS. GREENLEE: Other questions from  
7 members of the Board? Comments?

8           DIRECTOR REQUEJO: On the RPM, I  
9 appreciate the effort to engage and interact with  
10 the business community because these projects can  
11 be disruptive for a small business, in particular.

12           Any high level observations, feedback that  
13 the business community of those neighborhoods has  
14 shared so far in order to minimize, I guess, the  
15 disruptions into their business?

16           MR. MOONEY: Yeah. So I would say high  
17 level one of the unique aspects of our activity on  
18 RPM -- we broke ground in the pandemic, right?

19           And so our open for business campaign  
20 really took a very different task, ultimately,  
21 because the businesses we were trying to support  
22 during construction were devastated by the impacts  
23 of the pandemic. And our outreach really became  
24 as much about their survival through the pandemic

1 as it was about our impacts on them. So I think  
2 we've got a very cherished partnership.

3 We did a series that you can see on our  
4 YouTube channel where we went out and actually  
5 interviewed local businesses as part of our  
6 opening. And we brought in someone to -- it was  
7 almost something you'd see on Guy Fieri, Diners,  
8 Drive-ins, and Dives, right?

9 We went through and they went through the  
10 experiences, what the business offers and stuff.  
11 And we did a little mini series on that. And I  
12 think that gave them exposure that they never  
13 expected to gain benefit of.

14 And while they were challenged by the  
15 construction, I think one of the things I would  
16 truly compliment the contractor on is how  
17 thoughtful -- you can't appreciate what they're  
18 building in the footprint they're building until  
19 you walk out there and realize that they are  
20 surrounded entirely by active alleys and active  
21 streets.

22 And there are closures that come here and  
23 there, but it's not like we are -- we've riddled  
24 the neighborhood in shut downs. There was very

1 really strong constrictions into what they could  
2 do, when they could do it. And they worked very  
3 thoughtfully around there and partnered around  
4 that.

5 They have been really huge proponents of  
6 supporting the local businesses. So when they do  
7 support team events and things like that, they are  
8 buying local, they are supporting local, and I  
9 think the community feels that.

10 I think there's some that, you know, would  
11 love us to do more. I don't think you'll ever  
12 have anyone that says we have done enough. But I  
13 think there's a lot of folks that would tell you  
14 that they've been really impressed by the level.  
15 If anything, we probably over engage at times,  
16 which is, I think, the side that we all would want  
17 to see us on, right?

18 DIRECTOR REQUEJO: Thank you. And what is  
19 the next station that will be open?

20 MR. MOONEY: They all open together. So  
21 you'll see Bryn Mawr, Berwyn, Argyle, Lawrence all  
22 open together. You know, Lawrence -- again, it's  
23 north to south. Lawrence you'll see in photos  
24 lags construction-wise to what you see at Bryn

1 Mawr, but it actually accelerates on the schedule.  
2 So part of it was they build their model around  
3 learning a dozen means and methods through Bryn  
4 Mawr and then they amplified those in gains there.  
5 So --

6 DIRECTOR REQUEJO: And the opening will  
7 take place simultaneously, the same day?

8 MR. MOONEY: It will be simultaneously  
9 with the cut over of the new structure up there as  
10 well. So we'll be commissioning the new signal  
11 system. You have to swing the tracks back open at  
12 the same time to be able to facilitate those  
13 platforms.

14 So all that happens kind of -- you know,  
15 in the middle of next year, you'll see kind of a  
16 big finish of this.

17 DIRECTOR REQUEJO: Okay. Thanks.

18 MS. GREENLEE: Other comments, questions?

19 DIRECTOR ORTIZ: I appreciate the  
20 engagement with communities at these construction  
21 sites. I'm sure it's, you know, really impactful  
22 in so many different ways. So thank you for that,  
23 both the businesses and then schools and students.

24 DIRECTOR EADDY: Yeah. I was very

1 impressed with the percentages and the number of  
2 DBE firms that were engaged and new ones and all  
3 and the amount of dollars that are being  
4 channelled through those organizations. It's very  
5 important. And I'm certain that it is the  
6 objective to be as ambitious as you were here with  
7 the Red Line.

8 MR. PRIETO: Yes. We're implementing the  
9 same outreach strategy that we used for RPM. So  
10 at the end -- we still haven't -- knock on wood --  
11 haven't had anyone say, I didn't know how to get  
12 involved in RPM.

13 To Bill's point, we probably over engaged  
14 with the DBE community, which is where we want to  
15 be, that everyone knows how to get involved if  
16 they're interested in participating on the  
17 project.

18 DIRECTOR EADDY: Right. And I certainly  
19 would want to offer some recommendations in terms  
20 of how that information gets out to the various  
21 organizations and, certainly, other eligible DBE  
22 firms. So I'd certainly like to participate.

23 MR. MOONEY: We welcome it always, right?

24 DIRECTOR EADDY: Yes. And Juan has



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1     availed himself already for some of that, so I  
2     want to make sure we contact.

3             MR. PRIETO: Will do. Thank you.

4             CHAIRMAN BARCLAY: Anyone else?

5             (No response.)

6             CHAIRMAN BARCLAY: Thank you.

7             Our final order of business today is new  
8     business. Georgette, is there any new business?

9             MS. GREENLEE: Mr. Chairman, there is no  
10    new business.

11            CHAIRMAN BARCLAY: Since there is no  
12    further business to come before the Board, may I  
13    have a motion to adjourn the Chicago Transit Board  
14    meeting of December 11th, 2024?

15            DIRECTOR EADDY: So moved.

16            DIRECTOR JHA: Second.

17            MS. GREENLEE: It's been moved by Director  
18    Eaddy, seconded by Director Jha that the meeting  
19    be adjourned.

20            We'll take a roll call vote.

21            Director Eaddy.

22            DIRECTOR EADDY: Yes.

23            MS. GREENLEE: Director Lee.

24            DIRECTOR LEE: Yes.

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1 MS. GREENLEE: Chairman Barclay.

2 CHAIRMAN BARCLAY: Yes.

3 MS. GREENLEE: Director Ortiz.

4 DIRECTOR ORTIZ: Yes.

5 MS. GREENLEE: Director Requejo.

6 DIRECTOR REQUEJO: Yes.

7 MS. GREENLEE: Director Jha.

8 DIRECTOR JHA: Yes.

9 MS. GREENLEE: The meeting is adjourned.

10 CHAIRMAN BARCLAY: Thank you. Have a safe  
11 holiday.

12 (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 12th day of December, 2024.



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COURTNEY PETROS, RPR, CSR

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