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Transcript of Board Meeting

Date: October 13, 2023

Case: Chicago Transit Authority Board Meeting, In Re:

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BEFORE THE CHICAGO TRANSIT AUTHORITY BOARD

BOARD MEETING

Chicago, Illinois

Friday, October 13, 2023

10:30 a.m.

Job No.: 509930

Pages: 1 - 59

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4 CHICAGO TRANSIT AUTHORITY

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13 Before Courtney Petros, a Certified Shorthand

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15 and for the State of Illinois.

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A P P E A R A N C E S

BOARD MEMBERS:

LESTER L. BARCLAY, CHAIRMAN

REV. DR. L. BERNARD JAKES, VICE CHAIRMAN

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 morning. My name is
3 Georgette Greenlee. I'm secretary for the Chicago
4 Transit Authority Transit Board. And we are
5 beginning our regularly scheduled meeting for
6 October 13th, 2023.

7 Chairman Barclay.

8 CHAIRMAN BARCLAY: Good morning. I would
9 like to call to order the meeting of the Chicago
10 Transit Board for October 13th, 2023.

11 Georgette, please call the roll.

12 MS. GREENLEE: Director Lee.

13 DIRECTOR LEE: Here.

14 MS. GREENLEE: Director Miller.

15 DIRECTOR MILLER: Here.

16 MS. GREENLEE: Chairman Barclay.

17 CHAIRMAN BARCLAY: Here.

18 MS. GREENLEE: Director Jakes.

19 DIRECTOR JAKES: Here.

20 MS. GREENLEE: Director Ortiz.

21 DIRECTOR ORTIZ: Here.

22 MS. GREENLEE: Director Jha.

23 DIRECTOR JHA: Here.

24 MS. GREENLEE: Chairman Barclay, you do

1 have a quorum.

2 CHAIRMAN BARCLAY: Our first order of
3 business is public comment. Georgette.

4 MS. GREENLEE: Chairman Barclay, we have
5 four public comments for this morning. Two are by
6 phone and two are here with us in the meeting. We
7 will take our public comments by phone first.

8 And our very first public comment will be
9 Alderman Jason Ervin. I would like to remind all
10 of our presenters that they each have three
11 minutes to speak and that you should not direct
12 your comments towards any individual in
13 particular.

14 Herb, is Alderman Ervin ready?

15 UNIDENTIFIED SPEAKER: Yes. Alderman
16 Ervin, you can proceed.

17 ALDERMAN ERVIN: Hello.

18 MS. GREENLEE: We can hear you.

19 ALDERMAN ERVIN: Hello. Oh, you can hear
20 me. Very well.

21 First of all, thank you all for creating
22 this forum to have these comments. I wanted to
23 just take this opportunity to thank the Authority
24 for all of the work that you all are doing

1 primarily around our rail service. On the west
2 side of Chicago, we've had some real challenges
3 around especially the Pulaski corridor and some of
4 the issues around the opioid epidemic and crisis
5 that has been a plague in our communities.

6 So I just want to thank the Authority for
7 the work that you all are doing to keep these
8 stations up and keep them spruced and clean and
9 refreshed and renewed.

10 I know we may have to spend a little more
11 time than normal at our station because of some of
12 the challenges that we face, but I just want to
13 thank CTA for rising to the occasion to make sure
14 that we have clean and equitable service here on
15 the west side of Chicago.

16 Furthermore, the work that we're seeing on
17 reducing the carbon footprint with the electric
18 buses that we had an opportunity to see not too
19 long ago is showing you that guys are moving in
20 the right direction.

21 As we look forward to the work that you
22 all are doing as the transportation hub and
23 helping people on the west side of Chicago make
24 their way to be part of this economic system that

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1 we have, we definitely need to make sure that we
2 continue the strong service to residents on the
3 west side of Chicago.

4 And we appreciate the work that Authority
5 is doing in getting people to work, getting our
6 young people to school, and helping people to lead
7 a full and fulfilled life.

8 I'm glad to see that work is starting on
9 the Blue Line. We've got to keep moving west with
10 that. And I know that you all will get the job
11 done as I see the work that's happening on the far
12 eastern end of our ward down near Racine and other
13 places to the east.

14 So we just want you all to continue the
15 positive work that you all are doing and make sure
16 that we continue to prioritize service to what
17 many consider as underserved communities.

18 And I just want to encourage you all to
19 continue the service that you're doing and
20 continue the upkeep and the maintenance that is
21 happening and, as needed, the capital improvements
22 that are necessary to make transit work for
23 everyone.

24 So, again, thank you all and enjoy the

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1 rest of the day.

2 MS. GREENLEE: Thank you.

3 Our next public commenter is Tiago Pappas.

4 MR. PAPPAS: Hello. Can you hear me?

5 MS. GREENLEE: Yes, we can.

6 MR. PAPPAS: How's it going? My name is
7 Tiago Pappas. I'm a property owner in the east
8 Lakeview neighborhood, and I've been asked to
9 speak on my experience with the RPM team.

10 You know, several years back, actually, we
11 worked with Joe Harmening to -- on a complex
12 project on one of our buildings where we actually
13 tore down just part of our building as opposed to
14 tearing down the whole building, which was, I
15 think, a win-win for both us and the city. And
16 that turned out -- it was difficult, but, you
17 know, it worked out well with Joe and we were very
18 thankful that we were able to give that personal
19 touch and get that project done with him.

20 More recently, Joe has put us in touch
21 with a couple members of the RPM team, Jeff Wilson
22 and Stephanie Cavazos, and -- as it relates to,
23 you know, meeting with prospective tenants at our
24 buildings where there's construction right in

1 front of the building.

2 So, you know, Jeff and Stephanie have been
3 very open to meeting, you know, very flexible, and
4 it's been a big help for me because, you know,
5 when I'm doing these leases, I want the
6 prospective tenants to know -- to hear it from,
7 you know -- from the CTA what exactly are going to
8 be the challenges.

9 And they've also been helpful with some
10 potential solutions to some issues. So, for
11 example, we have a building where there was a
12 large kind of beer patio, you know, outdoor
13 seating area that was right where the construction
14 was going to take place and they helped that
15 tenant find an alternate patio area. And, also,
16 in addition, provide a future place where they
17 could have a patio once the construction was
18 complete.

19 So they've been very helpful and that's
20 been good. I mean, the construction has been
21 difficult on our tenants. We've actually had a
22 couple of tenants go out of business, but, you
23 know, that's kind of beyond the control of the CTA
24 team. But they have been helpful and proposing,

1 you know, potential solutions and making things a
2 bit easier.

3 In addition, you know, we've -- we've
4 talked about, you know, future -- you know, future
5 potential investment opportunities for us. You
6 know, we are into historic preservation and we've
7 been impressed by the job that the CTA and their
8 contractors are doing on the Vautravers building
9 that has been moved over to make way for the new
10 track.

11 So that's been an impressive feat. And we
12 are interested in buying that building in the
13 future. So, you know, of course, we are a little
14 early here, but we've talked about that and
15 they've kind of kept us abreast of that.

16 And -- yeah. So it's been -- you know,
17 it's been rough, but I think the team being
18 responsive and helpful has made it a little bit
19 easier for us.

20 MS. GREENLEE: All right. Thank you.

21 MR. PAPPAS: Any questions?

22 MS. GREENLEE: Our next public commenter
23 is Keano Gottlicher.

24 MR. GOTTLICHER: Thank you.

1 Ladies and gentlemen of the Board,
2 President Carter, my name is Keano Gottlicher.
3 And I'm an organizer with Commuters Take Action, a
4 group of Chicagoans fighting for better transit.

5 It's been 14 months since the Meeting the
6 Moment plan was announced. And a lot has changed
7 in the world today, but one thing hasn't, CTA.
8 This week, the new CTA rail schedules went into
9 effect. These schedules represent the third
10 consecutive cut into how much rail service
11 provided. This is not an optimization or whatnot.
12 When there's less service being offered, that
13 means there was a schedule cut. El service has
14 been cut by 24 percent. Let's not try to hide it.

15 I would like to invite the Board members
16 to take the Blue Line train with me during the
17 morning rush hour. Even with 10 trains per hour
18 compared to prepandemic 21 trains per hour,
19 service levels are unpredictable and so is my
20 commute.

21 Once a delayed train arrives on the
22 platform, operators keep mentioning the door is
23 closing announcement, resulting in frustration
24 while angry commuters try to find every last inch

1 inside the train.

2 Many have had to drastically adjust their
3 travel patterns or go back to their cars just to
4 be able to show up to work on time. Please come
5 experience this before you consider facing the
6 agency's leadership again.

7 The leadership has often painted this to
8 be a national problem. And while it may have
9 started this way, other agencies have found a way
10 out of this. In New York, San Francisco, and
11 Washington, D.C., more service is being offered
12 and some agencies are running more service than
13 ever.

14 I recently visited New York City to see a
15 station alert on the Q train that service has been
16 reduced from eight to ten minutes. This is
17 helpful to riders. Meanwhile, here in Chicago,
18 the CTA is doing everything it can to hide the
19 fact that my service has been reduced by 35
20 percent.

21 The only way to fix this is by improving
22 working conditions for frontline employees. One
23 would say that access to the bathroom is a basic
24 workers' right, not at the CTA. The agency is

1 also struggling to fill new positions. So why is
2 it that if one is interested in becoming a rail
3 operator, there is exactly zero information on the
4 career paths on the CTA website?

5 The leadership often says that fixing this
6 is a marathon, not a sprint. I will say that if
7 you haven't made any progress in the race for so
8 long, it's perhaps time to realize that you are
9 not ready for such a race and retire.

10 Tonight, at 5:30 p.m., Commuters Take
11 Action will be holding a protest in front of this
12 building to demand for better service. If you'd
13 like to hear from riders who are affected by this
14 agency's ineptitude every day, please come join
15 us. Thank you.

16 MS. GREENLEE: Our last public commenter
17 is Brandon McFadden.

18 MR. MCFADDEN: Good morning members of the
19 Board and President Carter. Many of you know me
20 by now. My name is Brandon McFadden, an organizer
21 with Commuters Take Action, a local collective of
22 riders advocating for better transit.

23 We'd like to congratulate the CTA on the
24 reopening of the closed Blue Line section.

1 Although much of the CTA Board and leadership are
2 not regular riders, it's safe to assume that
3 active riders will appreciate the smoother
4 journeys. If you haven't already, I would
5 encourage you to go check out the new track work.

6 While you heard from Keano today about the
7 further schedule reductions, I'm here to talk
8 about bus rapid transcript or BRT and the lack of
9 it here in Chicago.

10 BRT is a modern and equitable style of
11 transit utilizing dedicated bus lanes and prepaid
12 boarding stations. Think of it as ground-level
13 train service with increased adaptability. BRT
14 routes are cost effective, minimally disruptive,
15 and can be implemented on roads as narrow as 86
16 feet.

17 In 2011, Chicago started a BRT study but
18 made little progress on the pilot route.
19 Unfortunately, this project lost momentum due to a
20 lack of political support, insufficient public
21 awareness, and policies favoring cars.

22 The Better Streets for Buses plan was
23 introduced a year ago, however, there have been no
24 updates from either the CTA or CDOT. Remarkably,

1 Chicago remains one of the few major transit
2 systems without a dedicated BRT strategy.

3 For an agency persistently advocating for
4 faster bus travel, this lack of action is
5 discouraging. You may recall President Carter
6 praising the Brisbane Metro System's three-minute
7 headways during the Board meeting in August. It's
8 important to note that the yet-to-launch Brisbane
9 system featuring electric vehicles with dedicated
10 routes will offer three-minute intervals only
11 during peak periods after it commences service in
12 late 2024.

13 BRT not only enhances the passenger
14 experience with easy boarding and allows for
15 quicker and more frequent service, but it also
16 significantly improves the well-being of our
17 transit operators. Well-executed BRT routes can
18 cut trip durations by up to 50 percent, which are
19 the only transit cuts that Chicagoans deserve.
20 This allows operators more rest between trips, a
21 crucial aspect frequently sacrificed to maintain
22 service levels.

23 We are urging the CTA, the Chicago and
24 Illinois Departments of Transportation, city

1 aldermen and other political leaders to take
2 immediate action.

3 Our research suggests that the optimal
4 starting points for BRT are Ashland and Western
5 Avenue and 63rd Street. Our transit system is in
6 a state of crisis and service optimizations just
7 won't suffice.

8 Mayor Brandon Johnson recently celebrated
9 our city as the fastest in the world after a
10 marathon runner set a world record. Our transit
11 network should be even faster, and that starts
12 with bus rapid transit.

13 As always, we extend an open invitation to
14 both the Board and the CTA to collaborate and
15 provide direct input as we collectively address
16 the challenges exacerbated by the ongoing
17 pandemic. After all, we still share a common
18 goal, a frequent, safe, and reliable transit
19 system for all Chicagoans. Thank you.

20 CHAIRMAN BARCLAY: Thank you to all of our
21 public comment speakers for taking time out to
22 address the Board with your concerns and feedback.

23 Before we move on to -- on the agenda, I'd
24 like to take a moment to let our public know that

1 we hear you, we've heard you before, and we
2 recognize that there's still work to do to improve
3 the quality of services.

4 I know that some of our speakers have
5 previously met with our CTA team to discuss their
6 concerns. We heard you then. We hear you now.
7 Our goal as a Board is to work with the CTA
8 leadership to ensure that we're providing the best
9 service we can to our riders.

10 The Board has and will continue to work
11 with leadership to reach that goal. The
12 unfortunate reality is that we're still dealing
13 with the impact of a once-in-a-lifetime pandemic,
14 which has impacted every industry, including the
15 CTA.

16 As you know, we've been trying to hire
17 additional workers, which we've had much success,
18 but we're not fully there. If you know of
19 potential employees that want to join our team,
20 your colleagues or friends, they can make CTA a
21 better place, we welcome them to apply to join our
22 team.

23 The Board will continue to monitor the
24 progress of the leadership here, including

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1 President Carter and his team, as they develop
2 strategies to assist us in these challenges today
3 and in the near future.

4 I leave it open for any other comments by
5 any other Board members.

6 MS. GREENLEE: Director Lee.

7 DIRECTOR LEE: We recognize this is an
8 issue. It's serious. We understand that. I ride
9 the bus. I take the train. And I hear you. So
10 we're working on this. We're sharing the same
11 goals that you have and the public. And so we
12 recognize and thank you for your time.

13 MS. GREENLEE: Director Miller.

14 DIRECTOR MILLER: Thank you. I want to
15 thank the -- all of the incumbents that we've
16 heard and agree with our Chairman that we are
17 certainly hearing you and we are monitoring and
18 looking for things to get better. Thanks.

19 MS. GREENLEE: Director Jakes.

20 DIRECTOR JAKES: I have actually three
21 questions that I have typed here.

22 Before I say that, I want to say thank
23 you. Thank you all so much. And that's just not
24 a fly-by-night thank you. I really appreciate,

1 you know, what you're saying and the challenge and
2 holding us to the fire. So, thank you.

3 And I don't know, Chairman, if this is the
4 right time to do this, but I have -- I really want
5 to talk to President Carter. Kind of a -- almost
6 like if you just give me an elevator pitch here.
7 I know you have your President's report. You may
8 be getting ready to answer this.

9 But based upon what I'm hearing and what
10 we've heard throughout the months, just three
11 things. One, so I am a, you know, put it in a cup
12 I can drink from type of guy. And what I mean by
13 that is I don't -- if I don't know transit
14 language, you are indeed a transit aficionado.
15 I'm Joe Q Public. I don't know what all of that
16 means.

17 So, you know, I'm reading the media
18 reports about transit agencies are restoring
19 service and the CTA are not. What's your answer
20 to me?

21 PRESIDENT CARTER: Well, my answer to you
22 would be you need to read carefully what the
23 transit agencies are actually saying.

24 DIRECTOR JAKES: Okay.

1 PRESIDENT CARTER: And let me put that in
2 context for you.

3 I have conversations with my peers, these
4 are the transit systems, on a regular basis.
5 Everyone is having the same problem that we're
6 having.

7 One of the things you have to remember is
8 that when the pandemic hit, just about every other
9 transit system in the country cut service. They
10 cut it three years ago. And so when they talk
11 about restoring service, they're talking about
12 starting to bring their service back from a
13 previous cut that they had already done.

14 We did not cut service. We then started
15 trying to address our service challenges really
16 over the course of the past year. The other thing
17 to keep in mind is that when they say they're
18 bringing back service, it doesn't necessarily mean
19 that they're meeting their service.

20 In other words, one of the things that we
21 have focused on for the past year is stabilizing
22 the reliability of the service that we are
23 providing. In other words, before we made our --
24 began our optimization process, we had a service

1 schedule that said we were providing
2 prepandemic-level service. The truth of the
3 matter is, we're only providing a fraction of that
4 service, which was a point that was made over and
5 over again by the same group that's talking to us
6 today.

7 We adjusted our schedules to reflect the
8 fact that we needed to have our schedules be in
9 alignment with our workforce availability in order
10 to meet those schedules. And, today, we are
11 meeting our service schedule at a much higher
12 percentage than we ever were a year ago. Those
13 are the percentages that you hear me talk about
14 when I go through and went through the meeting
15 involving the plan.

16 I've always been very clear that that
17 percentage was based on a lower level of service
18 than we were providing in 2019. The same thing is
19 happening at all these other transit systems that
20 you're hearing about.

21 And if you listen carefully to what
22 they're saying, they're not suggesting that
23 they're necessarily meeting all their service;
24 they're just suggesting that they're adding

1 service. And the reason they're not meeting their
2 service is because of ongoing workforce
3 challenges, which every transit agency is facing,
4 ongoing challenges around reliability of equipment
5 and other things.

6 But the point is that if you look at one
7 transit system, you're seeing one transit system.
8 The factors that are impacting their operations,
9 which are the same factors that are impacting the
10 CTA, are not that different, but they're all
11 unique from the standpoint of, you know, what the
12 hiring situation is. And Boston can be very
13 different than what the hiring situation is in
14 Chicago.

15 What the ridership levels are in Boston
16 are very different than what they are in Chicago.
17 What people are coming back to work in Boston can
18 be very different than it is in Chicago.

19 The point is, we're implementing a
20 strategy that was first intended to stabilize our
21 service. That was the first thing that our
22 customers wanted to know, that, you know, all the
23 ghost buses and all the ghost trains that were a
24 result of scheduled service not being provided

1 were going to be addressed. We have done that.

2 That was what this year has been about.

3 Next year is going to be about increasing
4 and adding service because we're now starting to
5 get our numbers of hires up to the point where we
6 can start to do that. And you'll be hearing much
7 more about that as part of my budget presentation
8 next month.

9 The point is that there are thousands and
10 thousands of employees who work here every day who
11 are doing their best to put out service as best as
12 they can every single day. Those people are
13 reading the same stories that all the rest of us
14 are reading and are feeling the pressure of what
15 else they can do to improve the service that we're
16 providing.

17 We're committed to doing everything that
18 we can do both now and in the future, and we will
19 continue to be committed to that. I am sorry that
20 there are people who feel like it's not where it
21 should be in 2019.

22 But the truth of the matter is -- and I
23 know I keep saying this and I will keep saying
24 this -- that you're not going to resolve this

1 overnight. It doesn't matter where you are or who
2 is running your system or what city you're in,
3 you're going to continue to have this problem.

4 And we know that because it isn't just
5 unique to the Chicago Transit Authority or to
6 transit. You see this occurring in the private
7 sector. You see this occurring in other
8 transportation sectors. Everybody is having the
9 same problem. No one's got a solution to it. No
10 one's fixed their problems. No one has said
11 everything is great and we're back to pre-2019
12 ever again. They're all working the problem just
13 like we're working the problem.

14 I remain committed to doing that. I
15 remain committed to being innovative, to finding
16 new ways to address the challenges that we're
17 facing, to do what I need to do to both recruit
18 and retain employees at CTA.

19 But it needs to be understood that I'm not
20 a magician, that I can't snap my fingers
21 everything will be great again. I wish it could
22 be that way more than anybody else. Believe me, I
23 know how important it is for us to get our service
24 back. And we're going to get our service back.

1 Let's be clear about that. It's going to take
2 time and people need to understand that and
3 understand that we will continue to work to do the
4 things that we can to improve that service as best
5 as we can as we move forward.

6 DIRECTOR JAKES: You answered No. 2 and 3.
7 You stole my thunder. Thank you. No.

8 PRESIDENT CARTER: Well, you just took out
9 half of it.

10 DIRECTOR JAKES: One of my questions was
11 the difference between cuts versus optimizations.

12 PRESIDENT CARTER: Yeah.

13 DIRECTOR JAKES: And you addressed it. I
14 mean, if you want to say more, that's fine.

15 PRESIDENT CARTER: It's funny. Because
16 optimization can have both a negative connotation
17 and a positive connotation. And let me explain to
18 you what I mean by that.

19 Right now, optimization is being viewed in
20 a very negative way because it has been portrayed
21 as cost. But you know what, you know what I'm
22 going to be doing next year? Optimization. But
23 you know what the optimization is going to be?
24 Increased level of services.

1 Optimization was always intended to be a
2 word to address the fact that the service levels
3 were going to be reflective of the workforce that
4 I had to put out service. It is a swing that we
5 are going through. But it was never intended
6 that, as some people have suggested, to mean the
7 same thing as service cuts.

8 And you're going to continue to hear me
9 use the word optimization next year as we see
10 service increases. Because the point is, it's not
11 going to be immediately back to 2019. I'm not
12 going to have full service back on January 1st.
13 But you're going to see improvements. We know
14 that there need to be improvements because our
15 customers are telling us that they need
16 improvements.

17 They've accepted the fact that the
18 reliability has improved over where it was a year
19 ago. And now what they're telling us is they want
20 frequency. Frequency means increased level of
21 service. Increased level of service is what I'm
22 able to do as I get my workforce back up. The two
23 are directly connected.

24 And if you look at any other transit

1 system around the country, you will see that their
2 workforce numbers are directly connected to the
3 level of service that they're putting out. The
4 number of transit agencies that can tell you that
5 they've got their workforce back to 2019 levels is
6 very, very small because, as an industry, we
7 continue to have workforce problems.

8 If they don't have the workforce, it's a
9 simple math problem. If you don't have the
10 workforce, you're not providing the same level of
11 service. You may be adding service. You may be
12 scheduling service. That's not the same as
13 providing service.

14 We've tried to be transparent about what
15 we're doing. We were told that we weren't being
16 transparent. We have given and we continue to
17 give more data about what we're doing and how
18 we're doing than I would argue just about any
19 other transit system in the country.

20 What that has meant is that we have been
21 open to criticism for doing that. That's fine.
22 I'm okay with criticism. I'm okay that people are
23 not happy with where we are today because we're
24 not happy.

1 But we are going to work to continue to
2 improve it. You are going to see those
3 improvements. And you'll start hearing about
4 those improvements as part of my budget.

5 The good news is we did what we wanted to
6 get done this year. We stabilized our service.
7 Yes, there are some things that are going on that
8 I'll be happy to explain about what happened with
9 the pick. I have that as part of my remarks, but
10 I'm happy to explain it at any point in time. As
11 is always the case, there are scheduling changes
12 that we have to make to reflect the reality of
13 what we're doing on our system. It is not new.

14 Whenever we've done major construction
15 work on our system, we make schedule adjustments.
16 Sometimes those schedule adjustments are to the
17 good, sometimes they're to the bad. We are doing,
18 as you heard from Alderman Ervin and others,
19 significant work on the Blue Line.

20 I would point out that the Forest Park
21 branch of the Blue Line is the last branch in our
22 entire system to have any significant work done to
23 it. It is in desperate need of a complete
24 rebuild. And I am working very hard to get the

1 money to not only do the eastern portion of the
2 branch but the entire branch so that we can
3 address the transportation needs for that part of
4 our city.

5 But in order to do that, there's a cost.
6 That cost is the level of service that I can
7 provide while I'm doing that work. It's the same
8 cost that the citizens on the north side of the
9 city are experiencing with Red/Purple
10 modernization. It's the same cost that the
11 citizens on the south side of the city experienced
12 when we did Red Line south. It is the same cost
13 that we will incur whenever we do major
14 construction work. And when we do that, we adjust
15 our service to reflect it.

16 The good news is, the work that I'm doing
17 on the Forest Park branch of the Blue Line will be
18 finished later in November. And when it is
19 finished, we are going to be putting service back.
20 We don't do that through a pick. We do that
21 through what we call bulletins. They are
22 something that we use every single day. They are
23 the tools that we use to manage the variability of
24 the service that we provide.

1 It is the way in which I can be flexible
2 in what I do because the pick process is very
3 rigid. It is something that only happens one --
4 two or three times a year. And it is something
5 that has to be locked in almost six months in
6 advance of when we do it.

7 All of you know what we've been going
8 through over the past three years. If I could
9 predict what was going to happen six months from
10 now, I'd probably be a rich man. The truth of the
11 matter is what's been needed is the ability to be
12 flexible, which is something that we continue to
13 do and we use all of the tools, all of the
14 scheduling tools that we have, to be able to
15 accomplish that.

16 So when people talk about CTA is cutting
17 service, they aren't necessarily hearing that in
18 the context of what we're really doing. We are
19 adjusting the service. You can call it a cut if
20 you want to. But we are adjusting the service to
21 deal with the realities of what's happening on our
22 system. In this case, construction work.

23 It is something we've always done and
24 something we'll always continue to do. And when

1 we're finished with the construction work, we
2 adjust the service back. I'm going to be just as
3 transparent about that part of the process as I
4 was about the pick itself, which, I admit and will
5 certainly, you know, acknowledge, we were
6 transparent about.

7 I wasn't hiding the fact that we were
8 doing that. We put that information out there.
9 So it wasn't a, oh, I'm lying to anybody or I'm
10 not telling the public what's going on. We put
11 out a press release telling the public what we
12 were doing. The media didn't necessarily cover
13 the press release. They chose, instead, to cover
14 what we did with the pick.

15 But the point is, we are going to continue
16 to be transparent because that's what the
17 customers have asked us to do, and that's what the
18 Board has told me to do. And so we will be
19 informing the public as we complete this work of
20 the service that we're restoring that we had to
21 reduce because of the impact of what we're doing.

22 The other point I would make is that
23 because of the ridership challenges that we face,
24 when I've had to make adjustments to service, that

1 sometimes impacts more than one line because I
2 have to move people around, which is part of what
3 happened here. When I say we're putting service
4 back, I'm not just talking about putting it back
5 on the Blue Line; I'm talking about putting it
6 back everywhere that I had to adjust the service
7 to manage what was happening here.

8 DIRECTOR JAKES: That was my second
9 question.

10 PRESIDENT CARTER: And you will see that
11 in the work that will come out in November.

12 So what I'm telling you is that the
13 reality of dealing with what we're going through
14 -- because we're not done with it yet -- is going
15 to require a level of flexibility around how we do
16 what we do and the ways in which we continue to
17 provide the services that the public wants.

18 But it also requires a level of tolerance
19 from the people who we are talking about it to at
20 least try to understand the context of what we're
21 doing and not try to create a narrative that,
22 quite honestly, not only impacts me but impacts
23 the thousands of people who are working day and
24 night to put out this service, suggesting that

1 they, in some way, aren't doing what they should
2 be doing.

3 We're all trying to do what we need to do
4 here. There is no one who is out here trying to
5 find reasons to undermine the service that we're
6 providing at CTA. And it's important that the
7 public understand that.

8 And it's just as important that the media
9 report it in a fair and balanced way. I want to
10 keep working on that part. I own that
11 responsibility. I am the spokesperson and the
12 figurehead of this agency. People will want to
13 criticize me, and that's their right. But I want
14 you to understand that when you criticize me,
15 you're also criticizing many other people who
16 don't deserve that.

17 They're doing the best they can do. It's
18 my job to make sure that they get the resources to
19 do that. And we're going to continue working to
20 make that happen. The Board has been very
21 supportive of that exact point. And, for that,
22 I'm very appreciative. But I know there's more to
23 do, and we're going to do more.

24 But I think it's important that people

1 understand what we do and understand what we're
2 not doing and not try to create a narrative that
3 we're doing something that we're not.

4 CHAIRMAN BARCLAY: Thank you. We have to
5 move on. Any other comments?

6 PRESIDENT CARTER: I said I wasn't going
7 to filibuster and then I sat up there and
8 filibustered.

9 CHAIRMAN BARCLAY: Any other comments from
10 any other Board members?

11 DIRECTOR MILLER: I think the President
12 has probably given most of his report.

13 DIRECTOR JAKES: That was the elevator up
14 to the --

15 DIRECTOR MILLER: There may be something
16 -- Mr. President has been talking about, you know,
17 the adjustment if a train is coming late -- at the
18 speaker's point -- than the train just leaving, I
19 guess, at the same time so many minutes here if
20 it's not full, could somebody kind of adjust it?

21 PRESIDENT CARTER: Yeah. So, I mean, one
22 of the things that we've done particularly on the
23 O'Hare branch of the Blue Line, which has been a
24 challenge because of the demand for that portion

1 of the system -- one side note to make. It was a
2 challenge before the pandemic too.

3 Just to remind everybody, I was having
4 issues with leaving people on the platform and the
5 level of service that I could provide even before
6 the pandemic happened. It's more of a challenge
7 right now because of both the service issues that
8 we're having as well as the construction work that
9 we're doing.

10 And we are doing a lot more direct
11 monitoring of particularly certain stations along
12 the O'Hare branch of the Blue Line in order to do
13 that. You may recall that one of the things that
14 we did months ago was we created a video feed that
15 we put up on our website that allows the public to
16 see what the crowding looks like at certain
17 stations along the O'Hare branch of the Blue Line.

18 That same video feed is used by our staff
19 to basically monitor the service levels and to
20 make adjustments to service when we're starting to
21 see overcrowding.

22 In fact, over the course of this past
23 week, as we've seen the challenges that have
24 occurred as a result of the pick, there have been

1 adjustments made to our service to try to help
2 alleviate some of that impact.

3 The biggest adjustment is going to happen
4 when we finish this last piece of work in
5 November, which is going to allow us to restore a
6 portion of the track that allows us to turn trains
7 quickly to continue to provide more service to
8 that branch.

9 But we're going to continue to use every
10 tool that we have to both monitor the service and
11 to make adjustments both in realtime and also
12 through schedules to deal with the realities that
13 we're facing, whether it be the Blue Line, whether
14 it be the Red Line, whether it be the Brown Line,
15 you know, while we continue to obviously deal with
16 the bigger challenge, which is getting our
17 workforce back to a level where we can provide the
18 service levels that we were providing in 2019.

19 CHAIRMAN BARCLAY: Thank you.

20 PRESIDENT CARTER: Thank you.

21 CHAIRMAN BARCLAY: Our next item of
22 business on the agenda is our president's report,
23 which we will ask him to streamline.

24 PRESIDENT CARTER: I will streamline. And

1 let me just make a few very quick comments. And
2 I'm not going to read my prepared remarks. I'm
3 just going to hit some highlights.

4 So I know there were some pictures and
5 other things planned for me to go; let's just
6 forego that for the purpose of brevity here and
7 let me just give you some highlights and things I
8 wanted you to know.

9 One, I'm very pleased to announce that
10 we've got another \$100 million in funding for the
11 Red Line Extension as you saw in the action by the
12 MPoC map yesterday.

13 I also want you to know that we've another
14 \$68 million in funding for electric buses in that
15 same meeting, which will allow us to continue to
16 move forward with the procurements of more
17 additional -- more electric buses to get to a
18 zero-emission bus city. It will cover the cost of
19 60 additional -- 40 additional, buses plus some
20 bus -- some charging stations to go along with
21 that.

22 I mentioned to you -- excuse me -- a
23 little bit earlier about crime. And I wanted to
24 basically just give you an update on what's going

1 on with crime.

2 Based on the information released by the
3 police department in September, crime is down 12
4 percent year-to-date and it's down 12 percent
5 month over month compared to September of 2022.
6 These statistics reflect a nine percent reduction
7 in violent crime year to date.

8 I don't have all good news, though.
9 Unfortunately, in that same category, there has
10 been an 11 percent increase month to date in
11 violent crime.

12 One of the reasons for that is crime is
13 happening at bus stops. And that crime does get
14 reported as part of the overall transit crime
15 number. But, as you can imagine, most of those
16 bus stops are not on CTA property, and, therefore,
17 CTA has very little control over them. But we
18 continue to work very closely with the police
19 department, as we discussed earlier, to make sure
20 that we're doing as much as we can to make our
21 system safe.

22 I mentioned briefly ridership. I just
23 want to cover that real quick for you. Since
24 August, CTA customers have taken more than

1 1 million rides on 15 different days through the
2 end of last week. In fact, Tuesday and Wednesday
3 of last week were our two highest ridership days
4 since the beginning of the pandemic. On both
5 days, we've exceeded 1.05 million rides
6 systemwide.

7 Additionally, CTA provided nearly 6.3
8 million rides last week, which is a new weekly
9 high since the start of the pandemic. It was also
10 the fifth week out of the last six that we
11 exceeded 6 million rides with the Labor Day
12 holiday week as the only exception.

13 I also -- briefly, the Chicago marathon.
14 We saw significant ridership boost during the
15 marathon. Our three-day pass rides were up 50
16 percent compared to the prior week, which is
17 primarily driven by marathon weekend traffic. And
18 three-day ridership between Thursday and Saturday
19 accounted for 93 percent of the week over week
20 increases.

21 Three-day pass ridership for the week
22 almost doubled last year's ridership for the week
23 of 2022 marathon. So as we discussed before,
24 special events are certainly driving a lot of

1 ridership opportunities for it, be it Taylor
2 Swift, be it Beyonce, be it the Chicago marathon.
3 And we're certainly benefitting from the ridership
4 that customers are using during that.

5 The final thing I want to say -- I'm
6 keeping it really short today -- is, as I
7 indicated to you, I'm going to be releasing my
8 fiscal year 2024 budget recommendation in the next
9 week. We will be briefing the Board on that
10 budget that your next Board meeting, but I wanted
11 to give you a little bit of a preview of what's
12 going to be in the budget.

13 The spending plan is going to include
14 moving forward with increased service levels for
15 2024, and it will also have no fare increases for
16 2024. It will simply allocate increased resources
17 for new systemwide cleaning initiatives and for
18 expanded outreach to individuals who, on our
19 system, are either unhoused or struggling with
20 mental health challenges.

21 We're going to keep the momentum going in
22 a positive direction, and the budget is going to
23 reflect that. It's going to be the opportunity
24 for us to start to set the tone for what the

1 future of public transportation is going to look
2 like for the City of Chicago and for CTA. And
3 it's really important that we're doing that
4 because we also, as you know, are getting ready to
5 go down to Springfield and have a conversation
6 about the funding needed to keep the system
7 operating as well as Metra and Pace.

8 I think it's really important that as we
9 begin the conversation, that we're establishing a
10 vision for what the future system can be and what
11 the opportunities are that exist for us if we get
12 this right.

13 I can tell you that we'll be spending a
14 lot of time focused on Springfield and on the
15 funding conversation that will start up. And I'm
16 excited about the possibility of what we're going
17 to be able to achieve that's really going to put
18 CTA in a position to amplify the work that we want
19 to do and to create the system that I know the
20 Board believes CTA needs to provide and that the
21 City definitely wants us to provide for them in
22 the future.

23 That, Mr. Chairman, concludes my
24 abbreviated report for this meeting, and I'm happy

1 to answer any questions that you may have.

2 DIRECTOR JAKES: I have one quick
3 question. I don't know if this is for you or for
4 someone else. Because the gentleman talked about
5 bathrooms for operators.

6 PRESIDENT CARTER: Operators have access
7 to all the bathrooms throughout our system.
8 Whether they're at a terminal or whether they're
9 at a station, they have keys that allow them to
10 access the bathrooms.

11 Bus operators have access to bathrooms at
12 certain places along the routes. We either work
13 with -- to create arrangements with private sector
14 companies to allow operators to use their
15 bathroom, like at a McDonald's or something like
16 that, or we have facilities at certain but
17 turnarounds that are available to use the bathroom
18 at.

19 If someone needs to take what we call a
20 personal, they're not denied their ability to do
21 that. You know, we're not forcing people to
22 continue operating trains who have to go to the
23 bathroom. I will tell you that when an operator
24 takes a personal, that impacts service, and people

1 need to understand that.

2 That service impact is a lot greater when
3 you're dealing with the level of service that
4 we're providing today than what we were providing
5 in 2019. But I am not aware of any issue with
6 operators being able to access a bathroom if they
7 need it.

8 You know, we work very closely with the
9 union leadership to address concerns around that.
10 And I can tell you that the union leadership is
11 very vocal with me if there are challenges around
12 their operators being able to access bathrooms,
13 and I haven't heard that.

14 DIRECTOR JAKES: Thank you.

15 CHAIRMAN BARCLAY: Any other questions?

16 DIRECTOR LEE: Just one quick question
17 regarding just highlighting more job opportunities
18 to make it more visible, are there plans -- I know
19 we do a lot of hiring fairs, etc. Maybe there's
20 an opportunity to highlight and spotlight more of
21 it on our website or in the Ventra app. I'm just
22 thinking --

23 PRESIDENT CARTER: We do highlight it on
24 our website. We also highlight it a lot on social

1 media. We do a lot more portrayals of our
2 employees and the career paths that employees can
3 pursue at CTA.

4 What I'd like to do is maybe give the
5 Board a briefing on what we're doing to actually
6 promote jobs at CTA. And we can do that at the
7 next Board meeting so that there is a better
8 understanding of what the tools are that we use to
9 do that and the reaction that we get.

10 I think it's important to remember that
11 we're getting really good turnouts at our job
12 fairs. I didn't talk about the second chance job
13 fair or the event that we had this past month. We
14 celebrated the anniversary of our second chance
15 program. And Rev. Miller was at that event along
16 with Alderman Ervin and other elected officials.

17 But we also had a second chance hiring
18 fair the following weekend where we had, you know,
19 over 400 people show up to participate at it.
20 That was just for second chance. That wasn't a
21 regular job fair opportunity.

22 So, you know, we feel like we're getting
23 the word out. We obviously have more work to do.
24 There are the ongoing challenges of convincing

1 people that, you know, taking a job as a bus
2 operator, as a flagger, as TSA, or any other
3 entry-level jobs is a selling job for us.

4 And I have some conversations about this
5 with my colleagues as well. There are a lot of
6 things that are impacting why people don't want to
7 work these jobs, not the least of which is the way
8 in which they're treated. And I don't mean
9 necessarily treated by management, but the way
10 they're treated by the public.

11 You know, the abuse that our employees put
12 up with, our frontline employees put up with, is
13 unconscionable. You know, a lot of it has to do
14 with the way people have been acting in general in
15 a postpandemic environment. There's a lot less
16 tolerance, a lot less -- you know, what you would
17 call just good manners and good behavior. And it
18 certainly plays itself out on our system.

19 You know, that makes it difficult to
20 recruit people to go into these jobs. And we have
21 to do a better job of that. But, you know, the
22 dedication and the work that it requires to do
23 this work is something that has to be tailored to
24 a new generation of employee.

1 The employees that we're hiring today is
2 very different than the employee we hired when I
3 started at CTA. They have different expectations,
4 they have different, you know, desires, they have,
5 you know, different levels of commitment to doing
6 the work.

7 There are a lot of things that we've done
8 to try to address that, not just financial things,
9 things like making the jobs full-time now instead
10 of part-time.

11 Mr. Chairman, you will know that it used
12 to be, when you started working at CTA, you came
13 in as a part-time employee, which meant that your
14 schedule changed from day-to-day. You didn't know
15 what hours you were working, you didn't know, you
16 know, how long you were working, or anything else
17 like that.

18 Well, people don't like that. They want
19 work-life balance. You know, it's hard to manage
20 that in a system that has to operate 24 hours a
21 day, 7 days a week, but we're working to figure
22 that out. And we're going to continue to do that
23 over the course of the next year.

24 But, yeah, we've got to get more people on

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1 board. And we're going to continue to look for
2 ways to do that. And I'm happy to give the Board
3 a more detailed briefing on what we're doing and
4 certainly welcome any ideas or thoughts the Board
5 may have on what we can do to improve it.

6 CHAIRMAN BARCLAY: Thank you.

7 Our next order of business is the approval
8 of the minutes of the regular Board meeting of
9 September 22nd, 2023. May I have a motion to
10 approve?

11 DIRECTOR MILLER: So moved.

12 DIRECTOR ORTIZ: Second.

13 MS. GREENLEE: It's been moved by Director
14 Miller and seconded by Director Ortiz. We'll take
15 a 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 to approve the
5 minutes from September 22nd, 2023, passes.

6 CHAIRMAN BARCLAY: Thank you. Our next
7 order of business is executive session. It's my
8 understanding, Kent, that there's an executive
9 session today.

10 MR. RAY: Yes, Chairman. The Board, will
11 move to go into executive session pursuant to the
12 Illinois Open Meetings Act, Sections 2(c)(1), 11,
13 and 21.

14 CHAIRMAN BARCLAY: I will now entertain a
15 motion to recess into executive session for
16 reasons stated by counsel.

17 DIRECTOR MILLER: So moved.

18 DIRECTOR ORTIZ: Second.

19 MS. GREENLEE: It's been moved by Director
20 Miller and seconded by Director Ortiz that the
21 Board move into executive session. We'll take a
22 roll call vote.

23 Director Jha.

24 DIRECTOR JHA: Yes.

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1 MS. GREENLEE: Director Ortiz.

2 DIRECTOR ORTIZ: Yes.

3 MS. GREENLEE: Director Jakes.

4 DIRECTOR JAKES: Yes.

5 MS. GREENLEE: Chairman Barclay.

6 CHAIRMAN BARCLAY: Yes.

7 MS. GREENLEE: Director Miller.

8 DIRECTOR MILLER: Yes.

9 MS. GREENLEE: Director Lee.

10 DIRECTOR LEE: Yes.

11 MS. GREENLEE: The motion passes.

12 (Whereupon, the Board entered executive
13 session.)

14 CHAIRMAN BARCLAY: I will now entertain a
15 motion to return to open session.

16 DIRECTOR MILLER: So moved.

17 DIRECTOR ORTIZ: Second.

18 MS. GREENLEE: It's been moved by Director
19 Miller, seconded by Director Ortiz that we return
20 to open session. We'll take a roll call vote.

21 Director Lee.

22 DIRECTOR LEE: Yes.

23 MS. GREENLEE: Director Miller.

24 DIRECTOR MILLER: Yes.

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1 MS. GREENLEE: Chairman Barclay.

2 CHAIRMAN BARCLAY: Yes.

3 MS. GREENLEE: Director Jakes.

4 DIRECTOR JAKES: Yes.

5 MS. GREENLEE: Director Ortiz.

6 DIRECTOR ORTIZ: Yes.

7 MS. GREENLEE: Director Jha.

8 DIRECTOR JHA: Yes.

9 MS. GREENLEE: The motion carries. Board
10 agenda item, Chairman.

11 CHAIRMAN BARCLAY: We will now address
12 Board agenda item 5A, Kent.

13 MR. RAY: Thank you, Chairman. In item
14 5A, the Board reviewed the closed meeting minutes
15 from September the 22nd, 2023.

16 CHAIRMAN BARCLAY: Thank you, Kent. May I
17 have a motion to approve the closed session
18 minutes for September 22nd, 2023?

19 DIRECTOR MILLER: So moved.

20 DIRECTOR ORTIZ: Second.

21 MS. GREENLEE: It's been moved by Director
22 Miller, seconded by Director Ortiz. We'll take a
23 roll call vote.

24 Director Lee.

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1 DIRECTOR LEE: Yes.

2 MS. GREENLEE: Director Miller.

3 DIRECTOR MILLER: Yes.

4 MS. GREENLEE: Chairman Barclay.

5 CHAIRMAN BARCLAY: Yes.

6 MS. GREENLEE: Director Jakes.

7 DIRECTOR JAKES: Yes.

8 MS. GREENLEE: Director Ortiz.

9 DIRECTOR ORTIZ: Yes.

10 MS. GREENLEE: Director Jha.

11 DIRECTOR JHA: Yes.

12 MS. GREENLEE: The motion to approve the
13 closed session minutes from September 22nd, 2023,
14 passes.

15 CHAIRMAN BARCLAY: We will now address
16 Board agenda item 5B, Kent.

17 MR. RAY: Thank you, Chairman. In
18 connection with the Board's agenda item 5B, the
19 Board reviewed the recommended findings and
20 decision of the hearing committee appointed in
21 connection with the review of the discharge of CTA
22 employee Carmela Sanchez under Section 28 of the
23 Metropolitan Transit Authority Act.

24 After hearing the testimony of witnesses

1 and reviewing the evidence, the hearing committee
2 has recommended that this Board sustain the
3 Sanchez discharge.

4 CHAIRMAN BARCLAY: Thank you, Kent. May I
5 have a motion to sustain the hearing panel's
6 recommendation for Carmela Sanchez.

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 the
11 hearing panel's recommendations for Carmela
12 Sanchez be sustained.

13 We'll take a 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 DIRECTOR 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: The motion passes.

3 CHAIRMAN BARCLAY: Our next order of
4 business is Board matters. Georgette, do we have
5 any Board matters this morning?

6 MS. GREENLEE: Chairman Barclay, we do not
7 have any Board matters this morning.

8 CHAIRMAN BARCLAY: Our next order of
9 business is a report from the committee on
10 finance, audit, and budget, which will be
11 presented by Dr. Jakes.

12 DIRECTOR JAKES: The committee met earlier
13 this morning and approved the September 22nd,
14 2023, committee minutes and reviewed the finance
15 report. The committee reviewed ten ordinances:

16 Review of an order amending ordinance No.
17 018-35 as amended authorizing and modifying the
18 short-term borrowing program for capital purposes
19 secured by sales tax receipts authorizing the
20 issuance from time to time of obligations secured
21 by such revenues in an aggregate principal amount
22 outstanding at one time not in excess of 600
23 million pursuant to such short-term borrowing
24 program and authorizing the execution and delivery

1 of one or more supplemental indentures.

2 Review of an ordinance consenting to the
3 assignment of a lease at the Kimball rail station.

4 Review of ordinance authorizing an
5 intergovernmental agreement with the Forest
6 Preserves of Cook County to convey property and
7 take mitigation measures due to impacts from the
8 Red Line Extension Project.

9 Review of ordinance authorizing an
10 intergovernmental agreement with the Chicago Park
11 District for the acquisition of a park parcel for
12 the Red Line Extension Project in exchange for
13 improvements to and conveyance of replacement
14 parcels.

15 Review of ordinance authorizing an
16 intergovernmental agreement with the Chicago
17 Housing Authority for the acquisition of a parcel
18 and acceptance of permanent and temporary
19 easements for the Red Line Extension Project.

20 Review of ordinance authorizing payment of
21 up to 6 million for stipends to encourage
22 proposals for the Red Line Extension Project
23 design build procurement.

24 Review of an ordinance authorizing an

1 intergovernmental agreement with the Regional
2 Transportation Authority for access to an aerial
3 photography subscription.

4 Review of an ordinance authorizing an
5 intergovernmental agreement with the City of
6 Chicago through its department of Police for
7 Federal FY2022 Transit security grant funds.

8 Review of an ordinance authorizing the
9 purchase of cybersecurity insurance coverage for
10 policy year November 1st, 2023 through October
11 31st, 2024.

12 Review of an ordinance authorizing the
13 purchase of blanket railroad protective liability
14 insurance for policy year November 1st, 2023
15 through October 31st, 2024.

16 Mr. Chairman, the committee also reviewed
17 eight contracts. The committee placed the ten
18 ordinances and eight of the contracts on the
19 omnibus. Committee approved and recommended for
20 Board approval ten ordinances and the eight
21 contracts. That concludes the report of the
22 finance, audit, and budget committee.

23 CHAIRMAN BARCLAY: Thank you, Director
24 Jakes. I will now entertain a motion to approve

1 the omnibus.

2 DIRECTOR MILLER: So moved.

3 DIRECTOR ORTIZ: Second.

4 MS. GREENLEE: It's been moved by Director
5 Miller and seconded by Director Ortiz to approve
6 the omnibus. We will 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 DIRECTOR 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 to approve the
20 omnibus passes.

21 CHAIRMAN BARCLAY: Our next order of
22 business is a construction report, which it's my
23 understanding we are deferring this month.

24 MS. GREENLEE: I believe that the

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1 recommendation -- there is a recommendation to
2 defer the construction report to next month,
3 Chairman Barclay, in the essence of time.

4 CHAIRMAN BARCLAY: Our final order of
5 business is new business. Georgette, is there any
6 new business?

7 MS. GREENLEE: Chairman Barclay, there is
8 no new business.

9 CHAIRMAN BARCLAY: Since there is no
10 further business to come before the Board, may I
11 have a motion to adjourn the Chicago Transit Board
12 meeting of October 13th, 2023?

13 DIRECTOR MILLER: So moved.

14 DIRECTOR ORTIZ: Second.

15 MS. GREENLEE: It's been moved by Director
16 Miller and seconded by Director Ortiz that the
17 Transit Board meeting for October 13th, 2023, be
18 adjourned.

19 We'll take a roll call vote.

20 Director Lee.

21 DIRECTOR LEE: Yes.

22 MS. GREENLEE: Director Miller.

23 DIRECTOR MILLER: Yes.

24 MS. GREENLEE: Chairman Barclay.

1 CHAIRMAN BARCLAY: Yes.
2 MS. GREENLEE: Director Jakes.
3 DIRECTOR JAKES: Yes.
4 MS. GREENLEE: Director Ortiz.
5 DIRECTOR ORTIZ: Yes.
6 MS. GREENLEE: Director Jha.
7 DIRECTOR JHA: Yes.
8 MS. GREENLEE: The motion passes.
9 CHAIRMAN BARCLAY: Okay. And we're
10 adjourned. Thank you.

11 (Off the record at 11:55 a.m.)
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CERTIFICATE OF SHORTHAND REPORTER

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

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



COURTNEY PETROS, RPR, CSR

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