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Transcript of Board Meeting

Date: December 13, 2023

Case: Chicago Transit Authority Citizens Advisory Board Meeting, In Re:

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BEFORE THE CHICAGO TRANSIT AUTHORITY BOARD

BOARD MEETING

Chicago, Illinois

Wednesday, December 13, 2023

10:27 a.m.

Job No.: 510700

Pages: 1 - 54

Reported By: Courtney Petros, RPR, CSR

1 Board Meeting, held at:

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4 CHICAGO TRANSIT AUTHORITY

5 567 West Lake Street

6 Chicago, Illinois 60661

7 312.681.3137

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12 Before Courtney Petros, a Certified Shorthand

13 Reporter and Registered Professional Reporter in

14 and for the State of Illinois.

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A P P E A R A N C E S

BOARD MEMBERS:

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

ALSO PRESENT:

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

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

2 MS. GREENLEE: Good morning. My name is
3 Georgette Greenlee. I'm secretary for the Transit
4 Board for the Chicago Transit Authority. We are
5 now going to have our regular Transit Board
6 meeting for December the 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 December 13th, 2023.

11 Georgette, please call the roll.

12 MS. GREENLEE: Director Miller.

13 DIRECTOR MILLER: Here.

14 MS. GREENLEE: Director Jha.

15 DIRECTOR JHA: Here.

16 MS. GREENLEE: Director Ortiz.

17 DIRECTOR ORTIZ: Here.

18 MS. GREENLEE: Director Jakes.

19 DIRECTOR JAKES: Here.

20 MS. GREENLEE: Chairman Barclay.

21 CHAIRMAN BARCLAY: Here.

22 MS. GREENLEE: Director Lee.

23 DIRECTOR LEE: Here.

24 MS. GREENLEE: Chairman Barclay, you have

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1 a quorum.

2 CHAIRMAN BARCLAY: Thank you. Director
3 Miller is suffering from a personal illness but
4 wishes to participate in this meeting remotely.
5 Is there a motion to permit Director Miller to
6 participate in the CTA regular Transit Board
7 meeting remotely?

8 DIRECTOR LEE: So moved.

9 DIRECTOR ORTIZ: Second.

10 MS. GREENLEE: It's been moved by Director
11 Lee, seconded by Director Ortiz that Director
12 Miller be allowed to participate in the regular
13 Transit Board meeting remotely. We'll take a roll
14 call vote.

15 Director Jha.

16 DIRECTOR JHA: Yes.

17 MS. GREENLEE: Director Ortiz.

18 DIRECTOR ORTIZ: Yes.

19 MS. GREENLEE: Director Jakes.

20 DIRECTOR JAKES: Yes.

21 MS. GREENLEE: Chairman Barclay.

22 CHAIRMAN BARCLAY: Yes.

23 MS. GREENLEE: Director Lee.

24 DIRECTOR LEE: Yes.

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1 MS. GREENLEE: The motion passes.

2 Chairman Barclay, you can now proceed to
3 the next item.

4 CHAIRMAN BARCLAY: You received the agenda
5 for this meeting in advance of the meeting. Are
6 there any modifications or additions to the
7 agenda?

8 DIRECTOR JAKES: Chairman Barclay, I move
9 that the agenda be amended in that the executive
10 session precede the President's report.

11 DIRECTOR LEE: Second the motion.

12 MS. GREENLEE: It's been moved by Director
13 Jakes and seconded by Director Lee that the agenda
14 for this morning's meeting be amended and that the
15 executive session, which is on the agenda
16 subsequent to the President's report, precede the
17 President's report. We'll take the roll call
18 vote.

19 Director Miller.

20 DIRECTOR MILLER: Yes.

21 MS. GREENLEE: Director Jha.

22 DIRECTOR JHA: Yes.

23 MS. GREENLEE: Director Ortiz.

24 DIRECTOR ORTIZ: Yes.

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1 MS. GREENLEE: Director Jakes.

2 DIRECTOR JAKES: Yes.

3 MS. GREENLEE: Chairman Barclay.

4 CHAIRMAN BARCLAY: Yes.

5 MS. GREENLEE: Director Lee.

6 DIRECTOR LEE: Yes.

7 MS. GREENLEE: The motion to amend the
8 agenda passes.

9 CHAIRMAN BARCLAY: Thank you. Our first
10 order of business is public comment. Georgette.

11 MS. GREENLEE: Mr. Chairman, we have four
12 public commenters. I'm sorry. I think we have
13 three. We have five registered, but they're not
14 all sitting in their seats, so I have lost track.

15 We have five who registered. I'm going to
16 call their names. Joseph Michalski, Nik Hunder,
17 Trudy Leon, Bill Morton, and Tyrone Moore. We
18 also have a written public comment which will be
19 distributed to the Board which has submitted by
20 John Paul Jones of Sustainable Englewood
21 Initiatives.

22 I would -- first of all, thank you for
23 coming to make a public comment before the Chicago
24 Transit Board. Please make sure that you keep

1 your comments to three minutes. And we will call
2 first Bill Morton.

3 MR. MORTON: Thank you.

4 Thank you, Chair, Board, Staff, President,
5 Counsel. I appreciate the opportunity, as always,
6 to speak here at the Board meeting.

7 Two constituent concerns. I'm the
8 president of the Rogers Park Chamber of Commerce
9 and we represent the residents, businesses,
10 organizations. Kathy Powers, one of our
11 residents, she lives near the Morse Red Line. She
12 can actually see the Morse Red Line from her
13 house. But she can't use the Morse Red Line
14 because it's not accessible to her. It frustrates
15 her very much.

16 She is on a walker. She's a tall woman.
17 And she has a special walker because she's tall,
18 so she can stand up instead of going down. And
19 she requests not only the ADA accessibility on the
20 Morse and Jarvis lines, but, also, when it comes
21 to the escalators and the elevators citywide -- I
22 don't know if it's for the buses as well -- but
23 they're geared towards the chair -- the other
24 walkers and the wheelchairs, but they're not

1 geared towards her walker. She's having a hard
2 time with a tall walker, and she wanted me to
3 bring that to your attention.

4 I interviewed with her on WZRD on Monday,
5 88.3 out of Northeastern Illinois University, on
6 the radio show. And she's just having a real
7 difficult time with her situation and she'd like
8 to see -- she'd like to have the ability to use
9 the Morse Red Line station. It would make her
10 life so much better.

11 And, also, she would like to have
12 accessibility for people who are using all kinds
13 of equipments. And she's having a hard time with
14 hers in particular. I don't know the details
15 about that in particular, but she wanted me to
16 relay that to you as a constituent concern.

17 The second constituent concern is from
18 Isaac Campbell, who I believe is in the room right
19 now. He has an issue with the shelter -- the bus
20 shelter at Sheridan and Chase. He lives in the
21 area. And that's in Rogers Park in the 49th Ward.

22 And the particular bus shelter was removed
23 when Joe Moore was alderman of the 49th Ward. It
24 was a while ago, right towards the end of his

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1 term. And it's been gone for a while. He has to
2 wait for the bus. He works -- he works at a
3 Jewel, one of our Jewels, and he really wants to
4 see that shelter back up.

5 So these are two constituent concerns.
6 I'll go into more details when I get more details,
7 maybe next time around, but I just wanted to bring
8 these to your attention. Thank you very much.

9 MS. GREENLEE: Our next public commentator
10 is Joseph Michalski.

11 MR. MICHALSKI: This is my first time. Do
12 I just look at the camera?

13 MS. GREENLEE: Just look at them.

14 MR. MICHALSKI: Look at them. Okay. I
15 wrote my concerns down. Most of it is like a
16 proposal.

17 This is about the discontinued CTA route,
18 the 49A South Western. I believe it should see
19 revival in some capacity for many reasons. Pace,
20 the sister bus company, states that the 349 South
21 Western, which is the only bus route that serves
22 South Western completely at this time, is its
23 second most utilized bus route.

24 I talked with the southwest bus operator

1 for the region of southwest for Pace bus, and
2 that's what he said, it's the second most popular
3 Pace bus route, however, the Pace 349 has issues
4 with reliability that causes buses to be departing
5 late from the terminal or other times the drivers
6 simply call off.

7 This results in individuals, often groups
8 of ten or more, as I have observed over several
9 months, at popular stops like 79th or 95th and
10 Western -- South Western being stranded for an
11 hour or longer waiting for the next Pace 349 bus,
12 often in commuter destination.

13 I believe the CTA 49A South Western should
14 be brought back and synchronized to slightly
15 offset the Pace 349 South Western and its
16 departure times by five or ten minutes so that if
17 the Pace 349 South Western bus is canceled or
18 doesn't arrive on time, that CTA will have people
19 covered with the 49A bus.

20 This strategy is already in place on
21 Halsted with the Pace 342 bus having the offset of
22 the CTA 108 bus in the event of malfunctions along
23 the popular destination. I believe at this time
24 the South Western adds security as well.

1 I know approximately ten years ago, the
2 49A was a discontinued CTA bus route and it ran
3 from 79th and Western to 135th and Western in Blue
4 Island. I propose that because of COVID and
5 everything, that if the 49A were to be brought
6 back, that it only serve the areas of high
7 ridership where people are often stranded, which
8 would be from 79th and Western to the terminal on
9 119th and Western.

10 There's already a CTA terminal there with
11 the Route 119 bus, which I personally take very
12 often. I find little to nobody waiting at the 119
13 or the 349 stops, but if they needed to go farther
14 along South Western, then they could wait for the
15 Pace bus there. But in my several months, I've
16 never observed anybody there. It's just the
17 popular destinations like 79th and Western, 95th
18 and Western that people often get stranded because
19 the Pace 349 does not arrive.

20 And that is why I propose that the CTA
21 should consider bringing back the 49A South
22 Western bus because there's often groups of ten
23 waiting at those popular destinations and I
24 believe it will bring income for CTA. And that

1 concludes my comments for the Board. Thank you.

2 MS. GREENLEE: Thank you.

3 DIRECTOR JAKES: Thank you, Joseph.

4 MS. GREENLEE: Our next public commenter
5 is Nik Hunder.

6 MR. HUNDER: Hi. Good morning, Board.
7 I'm going to say the word we and us a lot. I
8 don't represent any organization. These are just
9 the generalized experiences of community members
10 who try to engage in a line of dialogue with the
11 CTA.

12 I've come here to ask CTA leadership to
13 work with the broader community and increase its
14 transparency. CTA can work with citizens. I saw
15 just yesterday when the Citizens Advisory Board
16 received a great presentation from some of your
17 employees who presented earlier today. But the
18 Board and President have a different idea.

19 The last public interview President Carter
20 did was in April 2023. A public session where
21 citizens could ask questions to the CTA that
22 hasn't occurred this year. This Board and
23 President's attempt at public transparency is so
24 poor that in January 2022, City Council had to

1 hold up transferring funding because President
2 Carter was a no show at their meeting and had to
3 apologize just to receive it.

4 He also stiffed alders in September of
5 2022 by getting paid by the City Club of Chicago
6 to speak instead of showing up at a planned
7 meeting. I and others keep showing up to these
8 meetings, and we're not even getting paid to be
9 here.

10 By me are so many hardworking employees in
11 the CTA, but imagine if they stiffed their boss.
12 That would easily result in their firing, so why
13 is this behavior acceptable for a president upheld
14 by this Board?

15 This is a government agency and the
16 community pays your salaries. We're all looking
17 for a hint of transparency, but it keeps getting
18 denied. In fact, at the last Board meeting, Vice
19 Chair Jakes noted how a significant portion of
20 public comments at the 2024 budget meeting
21 revolved around training, schedules, and quality
22 of service.

23 We heard from President Carter that CTA
24 has more rail operators than 12 months ago, but

1 even that simple fact is not true. CTA's own
2 dashboard shows operator head counts were at 746
3 in October of 2022 but dropped to 728 12 months
4 later. If you want to dismiss this comment
5 because you think I'm providing false numbers,
6 please increase your transparency. That's your
7 own publically displayed info.

8 We're tired of sitting here and watching
9 the President and the Board become annoyed that
10 the general public is trying to hold you
11 accountable. There's no wonder why all this
12 criticism exists. Claims made by the CTA,
13 intentionally or not, are being misrepresented and
14 factually incorrect. You can't trust anything
15 that comes out of the CTA's mouth.

16 President Carter's own words from the last
17 Board meeting, quote, believe me, there's no one
18 who wants to increase service levels more than me
19 to alleviate criticisms I'm getting. Close quote.

20 If you want to fix that, talk to us, tell
21 the truth, host a public information session where
22 community members can ask questions. Talk to the
23 press directly instead of through your
24 spokespeople.

1 Also, your poor officers are hardworking
2 people, but they, like the CTA, drag their feet at
3 answering our requests. It's gotten so bad that
4 we've had to turn to the Illinois Public Access
5 Counselor and a claim is going to be followed with
6 the Illinois Office of the Executive Inspector
7 General.

8 Until there's transparency, we are going
9 to be at every meeting you have and are going to
10 continue against your campaign of false
11 information. And we will use all the tools
12 available to hold you accountable. You can't use
13 synonyms and make false claims to deceive the
14 public of a lack of progress. Thank you.

15 MS. GREENLEE: Thank you. And I don't
16 believe Tyrone Moore is here.

17 Okay. Mr. Chairman, there are no further
18 public comments.

19 CHAIRMAN BARCLAY: Thank you to all of our
20 public commenters who came out today.

21 Our next order of business is approval of
22 the minutes of the regular Board meeting of
23 November 15th, 2023. May I have a motion to
24 approve?

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1 DIRECTOR LEE: So moved.

2 DIRECTOR ORTIZ: Second.

3 MS. GREENLEE: It's been moved by Director
4 Lee, seconded by Director Ortiz that the minutes
5 of the regular Transit Board meeting of November
6 15th, 2023, be approved as submitted. We'll take
7 a roll call vote.

8 Director Lee.

9 DIRECTOR LEE: Yes.

10 MS. GREENLEE: Chairman Barclay.

11 CHAIRMAN BARCLAY: Yes.

12 MS. GREENLEE: Director Jakes.

13 DIRECTOR JAKES: Yes.

14 MS. GREENLEE: Director Ortiz.

15 DIRECTOR ORTIZ: Yes.

16 MS. GREENLEE: Director Jha.

17 DIRECTOR JHA: Yes.

18 MS. GREENLEE: Director Miller.

19 DIRECTOR MILLER: Yes.

20 MS. GREENLEE: The motion to approve the
21 minutes passes.

22 CHAIRMAN BARCLAY: Thank you. Our next
23 order of business is executive session. It's my
24 understanding, Kent, there is an executive session

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1 today.

2 MR. RAY: Yes, Chairman. The Board will
3 moved into closed session pursuant to the Illinois
4 Open Meetings Act Section 2C, Subsections 1, 8,
5 11, and 21.

6 CHAIRMAN BARCLAY: I will now entertain a
7 motion to recess into executive session for
8 reasons stated by Counsel.

9 DIRECTOR LEE: So moved.

10 DIRECTOR ORTIZ: Second.

11 MS. GREENLEE: It's been moved by Director
12 Lee and seconded by Director Ortiz that the Board
13 move into executive session for the reasons stated
14 by Counsel. We'll take a roll call vote.

15 Director Miller.

16 DIRECTOR MILLER: Yes.

17 MS. GREENLEE: Director Jha.

18 DIRECTOR JHA: Yes.

19 MS. GREENLEE: Director Ortiz.

20 DIRECTOR ORTIZ: Yes.

21 MS. GREENLEE: Director Jakes.

22 DIRECTOR JAKES: Yes.

23 MS. GREENLEE: Chairman Barclay.

24 CHAIRMAN BARCLAY: Yes.

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1 MS. GREENLEE: Director Lee.

2 DIRECTOR LEE: Yes.

3 MS. GREENLEE: The motion passes.

4 (Whereupon, the Board recessed to
5 executive session from 10:40 a.m. to 11:56 a.m.)

6 CHAIRMAN BARCLAY: I will now entertain a
7 motion to return to open session.

8 DIRECTOR JAKES: So moved.

9 DIRECTOR ORTIZ: Second.

10 MS. GREENLEE: It's been moved by Director
11 Jakes, seconded by Director Ortiz that we return
12 to open session. We will take a roll call vote.

13 Dr. Jha.

14 DIRECTOR JHA: Here.

15 MS. GREENLEE: Director Ortiz.

16 DIRECTOR ORTIZ: Yes.

17 MS. GREENLEE: Director Jakes.

18 DIRECTOR JAKES: Yes.

19 MS. GREENLEE: Director -- Chairman Barclay.

20 CHAIRMAN BARCLAY: Yes.

21 MS. GREENLEE: The motion to return to
22 open session passes.

23 CHAIRMAN BARCLAY: We will now address
24 Board agenda item No. 4A. Kent.

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1 MR. RAY: Thank you, Chairman. In Item
2 5A, the Board addressed -- reviewed the closed
3 meeting minutes from October the 13th, 2023.

4 CHAIRMAN BARCLAY: Thank you, Kent. May I
5 have a motion to approve the closed session
6 minutes for October 13th, 2023?

7 DIRECTOR JAKES: So moved.

8 DIRECTOR ORTIZ: Second.

9 MS. GREENLEE: It's been moved by Director
10 Jakes, seconded by Director Ortiz that the minutes
11 from the closed session meeting of October 13th,
12 2023, be approved. We'll take a roll call vote.

13 Director Jha.

14 DIRECTOR JHA: Yes.

15 MS. GREENLEE: Director Ortiz.

16 DIRECTOR ORTIZ: Yes.

17 MS. GREENLEE: Director Jakes.

18 DIRECTOR JAKES: Yes.

19 MS. GREENLEE: Chairman Barclay.

20 CHAIRMAN BARCLAY: Yes.

21 MS. GREENLEE: The motion to approve the
22 minutes from the closed session meeting passed.

23 CHAIRMAN BARCLAY: Thank you. We will now
24 address Board agenda item No. 4B. Kent.

1 MR. RAY: Thank you, Chairman. Board
2 agenda item 5B involves the lawsuit of Joel Byrd,
3 et al. versus the Chicago Transit Authority. Case
4 No. 20-CV-3613. The Board discussed in closed
5 session a recommended settlement of this case in
6 the total amount of \$1,664,608.

7 CHAIRMAN BARCLAY: Thank you, Kent.
8 May I have a motion to approve the
9 recommended settlement in the case of Joel Byrd,
10 et al. versus Chicago Transit Authority. Case No.
11 20-CV-3613 in the total amount of \$1,664,608.

12 DIRECTOR JAKES: So moved.

13 DIRECTOR ORTIZ: Second.

14 MS. GREENLEE: It's been moved by Director
15 Jakes and seconded by Director Ortiz that the
16 Board approve the settlement award in the case of
17 Joel Byrd versus CTA. We'll take a roll call
18 vote.

19 Director Jha.

20 DIRECTOR JHA: Yes.

21 MS. GREENLEE: Director Ortiz.

22 DIRECTOR ORTIZ: Yes.

23 MS. GREENLEE: Director Jakes.

24 DIRECTOR JAKES: Yes.

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1 MS. GREENLEE: Chairman Barclay.

2 CHAIRMAN BARCLAY: Yes.

3 MS. GREENLEE: The motion passes.

4 CHAIRMAN BARCLAY: Our next item of
5 business on our agenda is our president's report,
6 which will be given by President Dorval Carter.

7 PRESIDENT CARTER: Thank you,
8 Mr. Chairman, members of the Board.

9 Good afternoon. First, I'd like to say a
10 few words about the latest developments following
11 the incident on November 16th in which a Yellow
12 Line train collided with a piece of snow removal
13 equipment.

14 Yesterday, the National Transportation
15 Safety Board issued a preliminary report that lays
16 out the facts of the incident. Notably, this
17 report does not reveal analysis of this
18 information, nor does it speculate as to the cause
19 of the incident. This is because the NTSB's
20 investigation is ongoing and their team is
21 continuing to gather information related to the
22 incident.

23 As we have said from the start, CTA is
24 working closely alongside NTSB in their

1 investigation and assisting their team. This work
2 includes a thorough review of all aspects of the
3 Yellow Line, including the signal system, tracks,
4 and equipment, as well as extensive testing of
5 various aspects of Yellow Line operations.

6 As CTA president, the safety of CTA riders
7 and employees is of absolute paramount importance
8 to me. An incident like the one on November 16th
9 warrants intensive reviews of various aspects of
10 the Yellow Line operations. In this case, this
11 has meant that the Yellow Line service remains
12 suspended and three bus shuttles have been running
13 as this review is completed.

14 I recognize that this creates an
15 inconvenience for some riders. We are working
16 with the NTSB as they gather further critical
17 information in the coming days and are hoping to
18 reach a point soon where we will be able to reopen
19 the line. As has always been the case, safety
20 will drive that decision. We will keep the public
21 updated on those plans.

22 In anticipation of the Yellow Line's
23 reopening, CTA has shared with NTSB a series of
24 actions that are planned for the Yellow Line. As

1 the NTSB shared yesterday, these actions include
2 newly established speed reductions on the Yellow
3 Line, extra cleaning of Yellow Line rails,
4 additional oversight of communications regarding
5 the presence of rail equipment on tracks being
6 used in service, and increased communications and
7 engagement with CTA employees on these measures.

8 These are all steps that CTA will take out
9 of an abundance of caution. NTSB has not directed
10 these actions or issued any specific safety
11 directive to CTA. But, nonetheless, we have in
12 place this plan to mitigate certain potential
13 safety risks presented by the unique environment
14 and operating conditions of the Yellow Line.

15 As you know, I am very limited in what I
16 can say about the investigation itself and what it
17 has uncovered. The NTSB's longstanding protocol
18 related to incidents is that the parties involved
19 must not discuss any details of an ongoing
20 investigation and that all media inquiries about
21 the incident be directed to that agency.

22 We respect and will continue to follow
23 NTSB's protocols. That said, I can tell you that
24 we have analyzed our entire system and there are

1 no other locations equivalent to this section of
2 the Yellow Line. Following the incident, we
3 worked quickly to confirm that no other areas of
4 the CTA rail system had the same design features
5 as are indicated on the Yellow Line itself.

6 For this reason, as we await future visits
7 and reviews of NTSB of certain important factors,
8 we are focused on implementing mitigation efforts
9 targeted on the Yellow Line and moving the
10 investigation forward. We thank all the affected
11 riders for their patience and trust as we continue
12 to collaborate with the NTSB as their
13 investigation continues.

14 The final Board meeting of this year is
15 also a really good time for me to reflect on some
16 of the other things that we have done as an
17 agency, and I'd like to take a moment to really
18 focus on a special point or period of time that
19 we're facing here at CTA.

20 As you may know, we ask a lot of our
21 chiefs and top-level executives. I make no
22 apologies for that because we are an agency that
23 runs 24 hours a day, 7 days a week. And with
24 these very important jobs comes a very tremendous

1 level of responsibility. But there is a special
2 group of men and women, a fraternity or sorority
3 of sorts, who rise to the occasion each and every
4 day and who exemplify what public transit
5 excellence is all about.

6 I believe that has never been truer of
7 anyone who has walked our halls than Mr. Michael
8 Connelly, our chief planning officer. Mike is
9 retiring soon and to say that he will be missed is
10 an understatement. For our entire staff, Mike has
11 truly been one of CTA's great gentlemen; kind,
12 humble, and always willing to share the credit for
13 his team's successes. He is a consummate
14 professional who is always prepared and more than
15 willing to share this vast base of transit
16 knowledge.

17 For those of you who are unfamiliar with
18 the role that our planning department plays at
19 CTA, its importance cannot be overstated. Since
20 assuming this role in early 2018, Mike has led a
21 very capable team of men and women within that
22 department as they plan our schedules, work on the
23 planning of major projects, and help determine bus
24 stop placement among many other things.

1 So how did Mike become such a tremendous
2 transit executive? He began his career as a bus
3 operator in DeKalb, Illinois on the DeKalb Husky
4 line and rose to management positions in transit
5 both in Virginia and here at CTA.

6 Mike joined the CTA in 2001 and has served
7 in a variety of capital and planning positions,
8 including vice president of scheduling and service
9 planning. In these roles, he has applied his
10 wealth of transit experience to help move
11 initiatives forward.

12 I would point out that I have always
13 believed that Mike was the secret weapon for us
14 getting the Democratic National Convention.
15 Because as we took the train from O'Hare into
16 downtown Chicago, it was Mike, through his rolling
17 encyclopedia of knowledge, who kept the entire DNC
18 committee engaged with all of his knowledge about
19 our system, about the line, and about all the
20 sites along the way as we came on board.

21 And, in fact, they were so impressed with
22 Mike that he actually gave another tour of members
23 of that committee for a trip on the Orange Line to
24 go out to Midway Airport. After that tour that

1 Mike gave, I heard directly from the
2 representatives of the committee about how
3 impressed they were with not only Mike's knowledge
4 but his overall enthusiasm for public transit,
5 certainly something that I think had a positive
6 impact on the overall perception that the
7 committee had of the city, which, ultimately, as
8 you all know, resulted in us getting the
9 opportunity to host the Democratic National
10 Convention this upcoming center.

11 Mike's career has mirrored some of our
12 most storied and high-achieving employees,
13 starting at the bottom with a long tenure with the
14 agency and ending his CTA career in a key
15 leadership position. He's had the kind of career
16 of which he can and should be tremendously proud
17 in retirement.

18 And, Mike, I wish you all the best.
19 Wherever your next chapter takes you, you've left
20 an indelible impression on me, your coworkers, and
21 this agency.

22 Mike's daughter, Phoebe, has placed a
23 three-minute video on YouTube from his retirement
24 get-together, and I would encourage all of you to

1 watch it when you have the chance so you can hear
2 his gracious, warm, and funny remarks. They
3 reflect his positive attitude, his passion for
4 transit, and his ability to always lift people up.

5 During the video, Mike said to the people
6 in this room, you're making history every day.
7 Mike, you too made history here and left an
8 indelible impression on all of us.
9 Congratulations. And on behalf of the entire CTA
10 family of employees, I wish you all the best.
11 Thank you.

12 Mr. Chairman, that concludes my report.

13 CHAIRMAN BARCLAY: Thank you. I want to
14 also congratulate you, Mike, on your retirement.
15 Your institutional knowledge, professionalism, and
16 leadership are greatly appreciated by this Board,
17 and the CTA is better because of your dedicated
18 service.

19 Your optimistic, collaborative leadership
20 style has played an integral role in helping CTA
21 navigate through our challenges, like those we've
22 experienced the past few years. And they've
23 certainly been key to our great milestones, like
24 the impressive progress on the Red Line Extension.

1 I also appreciate your work with the ADA
2 Advisory Committee. You advised my office on
3 appointments to the committee, and your guidance
4 has resulted in an engaged group. Some previous
5 ADA Advisory Committee members have become members
6 of this Board, including Director Irvine and our
7 current colleague, Director Lee.

8 Mike, on behalf of the Board, I want to
9 thank you for your service to the CTA and wish you
10 all the best in your retirement. Congratulations
11 on a job well done.

12 I'd like to open it up to any other Board
13 members who want to have a brief remark.

14 DIRECTOR ORTIZ: I want to say thank you
15 for all of your contributions. I know I always
16 have a lot of questions for you. So thank you for
17 taking the time to walk through them, think
18 through them, and provide feedback on all the
19 various questions that we all have. So thank you
20 for your continued service. Congratulations on
21 your retirement.

22 DIRECTOR JHA: Thank you.
23 Congratulations. I'm always going to miss the
24 wallpapers. I'm always looking forward to every

1 time you do the briefing and the way you present
2 and simplify things for folks who are not
3 knee-deep. I appreciate all I've learned from you
4 as well through these briefings. Thank you very
5 much.

6 DIRECTOR JAKES: Mike, you have been a joy
7 to work with these past few years. And it's good
8 to know that your last presentation, you leave a
9 great legacy and thumbprint when you talk about
10 equity as it relates to all communities,
11 especially underserved communities in the city.

12 And so, you know, those communities may
13 not know you by name, but do know that when black
14 and brown communities are able to access
15 transportation like the rest of the city, that
16 they have to give credit for you and your team for
17 that.

18 So congratulations and thank you for the
19 legacy you leave.

20 MS. GREENLEE: Can we turn Director
21 Miller's volume up, please?

22 DIRECTOR ORTIZ: I don't think it's
23 registering on his end.

24 MS. GREENLEE: Okay. We're going to work

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1 on Director Miller's volume, but I think he's
2 saying some very nice things about you.

3 CHAIRMAN BARCLAY: Thank you, President
4 Carter.

5 PRESIDENT CARTER: Thank you.

6 CHAIRMAN BARCLAY: We will now address
7 Board agenda item 6, Board matters. Georgette, do
8 we have any Board matters today?

9 MS. GREENLEE: Mr. Chairman, we have two
10 Board matters for today. Number one, to approve a
11 resolution changing the dates of our January and
12 July 2024 Chicago Transit Board regular meetings
13 and to pass a resolution honoring the life of Bill
14 Mooney, III.

15 CHAIRMAN BARCLAY: May I have a motion to
16 approve a resolution changing the dates of the
17 January and July 2024 Chicago Transit Board
18 regular meetings?

19 DIRECTOR JAKES: So moved.

20 DIRECTOR ORTIZ: Second.

21 MS. GREENLEE: It's been moved by Director
22 Jakes, seconded by Director Ortiz that the January
23 and July 2024 Chicago Transit Board regular
24 meeting dates be moved. We will take a roll call

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1 vote.

2 Director Jha.

3 DIRECTOR JHA: Yes.

4 MS. GREENLEE: Director Ortiz.

5 DIRECTOR ORTIZ: Yes.

6 MS. GREENLEE: Director Jakes.

7 DIRECTOR JAKES: Yes.

8 MS. GREENLEE: Chairman Barclay.

9 CHAIRMAN BARCLAY: Yes.

10 MS. GREENLEE: Director Miller. Still

11 working on audio.

12 The motion passes.

13 CHAIRMAN BARCLAY: Thank you, Georgette.

14 I'd now like to read into the record a
15 resolution honoring the life of Bill Mooney, III.

16 Whereas, William R. Mooney, III was born
17 in Chicago on August 25th, 1953, to his parents
18 William R. Mooney and Margaret Regan Mooney;

19 And, whereas, Bill was raised in Chicago
20 and was a proud graduate of Loyola Academy;

21 Whereas, Bill completed his undergraduate
22 degree at Illinois Institute of Technology in
23 civil engineering and his MBA at the University of
24 Chicago while working at the Chicago Transit

1 Authority;

2 And, whereas, Bill had two beloved
3 children, Patrick Morton and William, IV, and was
4 a devoted husband to Eileen Marie;

5 And, whereas, Bill committed to a career
6 of public service following the tradition of
7 generations before him who served with the Chicago
8 Police Department, beginning as a police officer
9 on the transit detail;

10 And, whereas, the transit detail was
11 transferred to CPD, Bill stayed on with CTA and
12 joined an accelerated management program
13 transitioning from law enforcement to becoming a
14 transit professional;

15 And, whereas, during his 34 years at the
16 Chicago Transit Authority, Bill served as head of
17 the paratransit program, rail operations and bus
18 operations, and he ended his tenure as chief
19 operating officer;

20 And, whereas, after leaving the CTA, Bill
21 provided transit consulting services to agencies
22 across the world;

23 And, whereas, Bill's legacy at CTA lives
24 on not only due to his impressive service at CTA

1 but through his son William R. Mooney, IV, who has
2 held a variety of roles at CTA, currently is CTA's
3 chief infrastructure officer and has mirrored his
4 father's standard of excellence;

5 And, whereas, Bill was also father-in-law
6 to Leah Dawson Mooney, a consummate transit
7 professional who recently ended her own
8 accomplished run as CTA's director of strategic
9 planning and policy, as well as uncle to Kathryn
10 Ekstrom Dykas and Virgil Allen, both valued
11 members of CTA's transit operations team;

12 And, whereas, Bill was a larger-than-life
13 personality who was dedicated to his family and
14 close friends, and he particularly loved being a
15 grandfather to Lillian and William, V;

16 And, whereas, he was known for hosting
17 epic holiday parties and always opening his home
18 to others and loved traveling and taking his
19 family on vacations, especially enjoying the trips
20 he took with his beloved wife visiting the Holy
21 Land, China, and other memorable places;

22 Whereas, Bill passed away peacefully at
23 home on November 27th, 2023;

24 Whereas, Bill was known for his

1 generosity, warmth, faith, fierce loyalty, and he
2 will be deeply missed by many of those lives he
3 touched;

4 And, whereas, the Transit Board recognizes
5 the positive impact that William R. Mooney, III
6 had in both his personal life, professional life,
7 including his substantial contributions to the
8 Chicago Transit Authority.

9 Now, therefore, be it resolved that the
10 Chicago Transit Board hereby celebrates the life
11 of William R. Mooney, III and his significant
12 contributions to the Chicago Transit Authority.

13 Be it further resolved that the Board
14 recognizes William R. Mooney, III's
15 accomplishments in his personal life and his
16 professional life.

17 Be it further resolved that the Chicago
18 Transit Authority expresses condolences to
19 Mr. Mooney's family and close friends.

20 And I believe his wife is here with us.
21 Let's give her a round of applause. Thank you for
22 coming and sharing your husband with us. Thank
23 you.

24 May I have a motion to adopt the

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1 resolution honoring the life of Bill Mooney, III?

2 DIRECTOR JAKES: So moved.

3 DIRECTOR ORTIZ: Second.

4 MS. GREENLEE: It's been moved by Director
5 Jakes and seconded by Director Ortiz that we adopt
6 the resolution honoring the life of Bill Mooney,
7 III. We'll take a roll call vote.

8 Director Jha.

9 DIRECTOR JHA: Yes.

10 MS. GREENLEE: Director Ortiz.

11 DIRECTOR ORTIZ: Yes.

12 MS. GREENLEE: Director Jakes.

13 DIRECTOR JAKES: Yes.

14 MS. GREENLEE: Chairman Barclay.

15 CHAIRMAN BARCLAY: Yes.

16 MS. GREENLEE: Director Miller.

17 (No response.)

18 MS. GREENLEE: The resolution passes.

19 CHAIRMAN BARCLAY: Our next order of
20 business is a report from the Committee on
21 Strategic Planning and Service Delivery, which
22 will be presented --

23 MS. GREENLEE: By our vice chair, Director
24 Ortiz.

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1 CHAIRMAN BARCLAY: Okay. Yes.

2 DIRECTOR ORTIZ: Thank you. The committee
3 met earlier this morning and approved the May
4 10th, 2023, committee minutes. The committee
5 entertained one report, a presentation on an
6 initiative entitled Bus Vision by Mike Connelly,
7 our CTA chief planning officer, and Elsa
8 Gutierrez, CTA's vice president of service
9 planning and traffic engineering.

10 That concludes my report, Chairman
11 Barclay.

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

16 DIRECTOR JAKES: Mr. Chairman, the
17 committee met earlier this morning and approved
18 the November 15th, 2023, committee minutes and
19 reviewed the finance report.

20 The committee reviewed two ordinances.
21 One, review of an ordinance authorizing a first
22 amendment to the sublease with the Community and
23 Economic Development Association of Cook County,
24 Inc. of the 12th floor located at 567 West Lake

1 Street, Chicago.

2 Two, review of an ordinance authorizing
3 CTA's Innovation Studio program to pilot
4 innovative solutions and new technology in an
5 expedited manner.

6 The committee also reviewed ten contracts.
7 The committee placed the two ordinances and the
8 ten contracts on the omnibus. The committee
9 approved and recommended for Board approval two
10 ordinances and the ten contracts. That concludes
11 the report of the Finance, Audit, and Budget
12 Committee.

13 CHAIRMAN BARCLAY: I will now entertain a
14 motion to approve the omnibus.

15 DIRECTOR ORTIZ: So moved.

16 DIRECTOR JAKES: Second.

17 MS. GREENLEE: It's been moved by Director
18 Ortiz and seconded by Director Jakes that the
19 omnibus be approved. We'll take a roll call vote.

20 Director Jha.

21 DIRECTOR JHA: Yes.

22 MS. GREENLEE: Director Ortiz.

23 DIRECTOR ORTIZ: Yes.

24 MS. GREENLEE: Director Jakes.

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1 DIRECTOR JAKES: Yes.

2 MS. GREENLEE: Chairman Barclay.

3 CHAIRMAN BARCLAY: Yes.

4 MS. GREENLEE: Director Miller.

5 DIRECTOR MILLER: Yes.

6 MS. GREENLEE: We can hear you. The
7 motion to approve the omnibus passes.

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

13 MR. MOONEY: Good afternoon. Once again,
14 I am Bill Mooney, your chief infrastructure
15 officer and joined by, always, my dear friend.

16 MR. PRIETO: JuanPablo Prieto, director of
17 diversity programs.

18 MR. MOONEY: We are here with your
19 abridged construction report for the month. We
20 will start where we normally do, our Damen station
21 project. We're moving forward to some photos
22 here.

23 Framework for the building really is
24 coming together here. You can see the main

1 stairwell being poured, the concrete. This is on
2 the far west edge of that wall. And, really, you
3 can start to see the framework of the building
4 itself coming together. The exterior wall
5 ultimately would be the glass facade of the main
6 building. And you can see kind of that setback
7 view and get a sense of kind of the size and scale
8 of the station. It will be a really beautiful
9 kind of walkup on that west side and addition to
10 our program.

11 Our next project is a nonrevenue vehicle
12 facility. We move forward with a still tight
13 schedule and budget. Looking to bring this
14 project to conclusion probably late spring of next
15 year.

16 A lot of the finishes are what's going on
17 here. So here's a picture of the external storage
18 shelter. So outside the main building I've been
19 showing you, there are a series of auxiliary
20 buildings that will support the operations that go
21 out of here. And this is one of those buildings
22 coming together.

23 And then a lot of the finishes inside. So
24 here all the cranes are installed at this point.

1 So as we move around the large equipment and all
2 the support products that go with it, there's a
3 lot of support equipment that has to help. You
4 can see some of that going on. This on the
5 loading dock, so where we bring trucks in to be
6 able to offload that equipment.

7 And we move forward to Canal, Barry, and
8 Damen substations. I'll pause here. So Damen
9 substation we've shown to you a lot. A lot of the
10 facade is coming together. You can see the
11 finished brickwork. It's a very dark black brick.
12 It will be very rich.

13 This is one of the coolest views. This is
14 actually from the platform at Damen station. One
15 of the neat architectural features of this is
16 you'll actually be able to see into the
17 substation. This will be a glass facade on that
18 point. And so from the platform there at the Blue
19 Line station, you'll be able to look down and see
20 the heavy duty electric equipment. Give you a
21 little insight into the background of what
22 happens, kind of what makes the train systems go.
23 It's really a cool system from the substation as
24 well looking out at the platform. I was out there

1 Friday. It's a really neat view.

2 We continue to move forward with
3 Haymarket. Here you can see them putting --
4 prepping the substation for the second set of
5 lineups. We are running on new equipment there
6 that's been installed as part of this project.
7 The second round of equipment is getting ready to
8 be installed as we speak. And here you can see
9 the preparatory work for that equipment being
10 installed.

11 And then the most interesting thing that's
12 happened since last month is we moved a whole
13 tiebreaker house into the subway. Over a weekend
14 line cut, we brought in 134 different pieces in
15 almost a Lego set and assembled it in that little
16 tunnel you can see off on the side here in the
17 photo. That was actually a future expansion
18 tunnel that was built with the Dearborn subway so
19 that one day they could spread off to go
20 underneath Lake Street with potentially another
21 subway. It was a little dead end there. We are
22 taking advantage of the space to be able to put in
23 this tiebreaker house.

24 And here's the last picture with Canal,

1 Barry, Damen. This is at Barry, and it has
2 sprouted out of the ground. So, last month, I
3 showed you a bunch of the foundational work, and
4 here you can see all the steel coming up. So you
5 really get a sense of this. Again, there's going
6 to be a significantly architecturally interesting
7 building when it comes together.

8 And our last report on refresh and renew
9 for the year. We have finished all 14 bus
10 turnaround locations, 29 stations. As I mentioned
11 before, though, we stopped reporting on it. We do
12 actually go into our internal facilities, our
13 employee-facing facilities. We do work throughout
14 the winter in our garages and shop, very similar
15 to what we do.

16 And as we come back with our public
17 program in the new year, I'll show you some of
18 those photos of the work we did over winter. And
19 you'll see some of that.

20 But here's some of our last push for the
21 year. This is on Pulaski and the Pink Line. You
22 can see that curb appeal, the refresh kind of
23 storefront look of the station there. The
24 upgraded lighting and fresh painting really pops

1 out. As always, kind of our contrast on the
2 stairs here between the upgraded lighting,
3 refreshed, you know, paint there.

4 And what would be a refresh and renew
5 photo without kind of the night shot of the LED
6 lighting, right? I mean, that changes the dynamic
7 of the feeling of our stations, but, also, that
8 whole surrounding area and the amount of output we
9 put on that footprint.

10 And then we do, again, the back of the
11 house, as I've talked lots of times. This is up
12 at Linden on the Purple Line. You can see this is
13 the back of the house space that we use for agency
14 personnel and support personnel. And you can see
15 kind of that refreshed look back there.

16 And, you know, again, exterior lighting.
17 And I think this is actually one of the most
18 interesting photos. We resurfaced the whole floor
19 there. You can see pitting from all the use and
20 abuse and the weathering of the -- this is the
21 main station entrance here. They came through,
22 they broke out all the broken concrete, and poured
23 in new, refreshed concrete there. It really makes
24 an impact when that customer walks in on Monday

1 morning, right?

2 And a couple looks at the last set of bus
3 turnarounds here at the 31st and Komensky. Kind
4 of that refreshed look on the exterior of the bus
5 turnaround itself and then we often do the
6 bathrooms and other things there.

7 And that brings us to our RPM project.
8 Went through another significant phase change I'm
9 really happy to report at this point. Our entire
10 revenue service on the Red, Purple Line, and the
11 Brown Line are running on new structure
12 exclusively, so we transitioned to what we call
13 North Main Line Phase Three as part of the
14 Red/Purple bypass area.

15 And we are now running on that new
16 structure over a series of what we call cut and
17 throw weekends where we take sections of track and
18 tie it into the new structure. And so we are
19 running our service on what is historically known
20 as our two northbound tracks, tracks three and
21 four. We're running one direction northbound and
22 one direction southbound while they rebuild now
23 the old one and two. But both up on the LPM
24 corridor and the RPB quarter we are entirely on

1 new structure. And it is amazing and it is quiet
2 and it is smooth as can be. So it's really
3 exciting to get to this next level of milestone.

4 Here's, again, that cut and throw. You
5 can see how we've tied the tracks over, put in
6 that temporary curvature while we rebuild the
7 tracks around it.

8 And up on the Lawrence and Bryn Mawr area,
9 we're starting to build structure. So I've been
10 showing you some caisson. You'll have some other
11 photos of caissons. But here they are making that
12 bridge, that tie-in point for where the segmental
13 box structure starts to pick up. And you'll see
14 the steel going in. This is close to Ardmore,
15 which is the further northern portion of the
16 project.

17 And what would be a photo of RPM without a
18 caisson being drilled. So there are, you know, 80
19 some odd caissons in the second phase that are
20 tied to the station or the main structures and
21 those are moving along. We're about 40 percent
22 complete on the caisson drilling at this point.

23 And we're starting to see columns again.
24 So over the next few months, you'll see a lot more

1 columns popping up. The early part of next year,
2 you'll see the gantry show back up again.

3 With that, I will turn it over to
4 JuanPablo and just note that, as always, we are
5 very proactively communicating with the
6 communities we're working in as well as our
7 partnerships with the Federal Government. We do a
8 lot of tours with the FTA and other government
9 agencies showing all the great work and really the
10 investment we're making in the community here and
11 the impact of that.

12 MR. PRIETO: Thanks, Bill. Here on the
13 picture on the slide, that's from our -- another
14 installment of our tracks to trades program that
15 we hosted last month. This program is a
16 collaboration between CTA, Walsh, Fluor, other
17 subcontractors in RPM, building trade unions, and
18 educational institutions to expose high school age
19 and young adults to careers in construction in the
20 industry and show them the different pathways that
21 are available to them.

22 So we held three sessions at the Paul
23 Simon Job Corps Center on November 13th, 15th, and
24 17th. Around 40 students heard about the RPM

1 project, the opportunities that are available, and
2 how to pursue a career in the building, trades, or
3 in the professional services space in
4 construction.

5 Speakers included representatives from
6 Ironworkers Local 1, Local 63, Hire 360, Daley
7 College, IBEW Local 134, two DBE firms that are
8 working on RPM, the Bricklayers, and Wintrust
9 Bank. We completed another session earlier this
10 month that I'll cover in next month's report.

11 As of the end of November, 118 unique DBEs
12 have been awarded over \$268 million between the
13 design and construction packages on RPM phase one.
14 53 of those firms are new to CTA.

15 And on the workforce side, as of the end
16 of November, 2,047 unique individuals have worked
17 over 1.5 million labor hours and earned over
18 \$87 million.

19 That concludes our report. Happy to
20 answer any questions.

21 DIRECTOR ORTIZ: Thank you.

22 CHAIRMAN BARCLAY: Any questions?

23 MS. GREENLEE: Director Jha.

24 DIRECTOR JHA: No questions. Thank you.

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1 MS. GREENLEE: Director Ortiz.

2 DIRECTOR ORTIZ: None. Thank you.

3 MS. GREENLEE: Director Jakes.

4 DIRECTOR JAKES: No. I'll see them
5 offline.

6 MS. GREENLEE: Director Miller. Any
7 questions, Director Miller?

8 DIRECTOR MILLER: No.

9 MS. GREENLEE: Okay. And Chairman
10 Barclay.

11 CHAIRMAN BARCLAY: No questions. Thank
12 you very much.

13 Our final order of business is new
14 business. Georgette, is there any new business?

15 MS. GREENLEE: Chairman Barclay, there is
16 no new business.

17 PRESIDENT CARTER: Mr. Chairman, before we
18 adjourn, can I just say on behalf of the entire
19 CTA staff, we want to wish you all a happy holiday
20 and joyous celebration for the new year.

21 And if you get a chance, please take
22 advantage of seeing either a holiday train or a
23 holiday bus. All of the teams here at CTA and bus
24 ops, rail ops, bus maintenance, rail maintenance,

1 south shops and Skokie shops, electrical
2 engineering put a lot of work into it and we would
3 love for you all to get a chance to experience
4 what it is like.

5 I can tell you, having been on it myself,
6 it is a wonderful thing to watch the eyes of our
7 customers light up when they see either one of
8 those vehicles go by them. And I can't tell you
9 how kids react. But if you get a chance, please
10 try to enjoy it before the holiday season is over.

11 CHAIRMAN BARCLAY: I can't tell you how
12 kids react, but I can tell you how adults react.
13 It's my third year going. I go on the maiden
14 voyage the day after Thanksgiving, and it is a
15 wonderful experience. It has turned into a family
16 tradition. So if you haven't had an opportunity
17 to do so, please do so.

18 And it's just a wonderful thing that our
19 employees volunteer their time -- that's what I
20 learned -- to decorate the trains and to bring
21 some joy into the hearts of so many of our
22 citizens here in Chicago. So it's a wonderful
23 experience. I would encourage you to take
24 advantage of that. But I want to thank them

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1 publically to commend them on the great job that
2 they do every year on a voluntary basis. So thank
3 them, please, for me.

4 Since there is no further business to come
5 before the Board, may I have a motion to adjourn
6 the Chicago Transit Board meeting of December
7 13th, 2023?

8 DIRECTOR ORTIZ: So moved.

9 DIRECTOR JAKES: Second.

10 MS. GREENLEE: It's been moved by Director
11 Ortiz and seconded by Director Jakes that the
12 Chicago Transit Board meeting of December 13th,
13 2023, be adjourned. We'll take a roll call vote.

14 Director Jha.

15 DIRECTOR JHA: Yes.

16 MS. GREENLEE: Director Ortiz.

17 DIRECTOR ORTIZ: Yes. And happy holidays.

18 MS. GREENLEE: Director Jakes.

19 DIRECTOR JAKES: Yes.

20 MS. GREENLEE: Chairman Barclay.

21 CHAIRMAN BARCLAY: Yes.

22 MS. GREENLEE: Director Miller.

23 DIRECTOR MILLER: Yes.

24 MS. GREENLEE: The motion passes.

1 CHAIRMAN BARCLAY: Thank you. Have a
2 great holiday.

3 (Off the record at 12:30 p.m.)
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CERTIFICATE OF SHORTHAND REPORTER

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

IN WITNESS WHEREOF, I have hereunto signed this 14th day of December, 2023.



COURTNEY PETROS, RPR, CSR

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