

SEPTEMBER 22, 2023. Chicago Transit Board Regular Meeting Minutes.

Noticed for 10:00 AM. Commenced at 10:09 AM.

AGENDA: The posted agenda for the meeting is available at www.transitchicago.com, “Chicago Transit Board”, “Meeting Notices, Agendas, and Minutes”, (09/22/2023) (Regular Board Meeting), “Agenda”.

ROLL CALL: Directors: Lester L. Barclay (Chairman), Bernard Jakes, Neema Jha, Johnny Miller, Rosa Ortiz. Director Michele A. Lee was absent. There was a quorum with five (5) members present.

PUBLIC COMMENT: There were six public comments. Sylvia Jones, Morgan Madderom and Bill Morton appearing in person. Andrea Green and Katanya Raby both appeared by phone. There were three (3) public commentators who provided written comments: John Paul Jones, Thomas Malthouse and Branden McFadden submitted public comments in writing to be delivered to the Transit Board Directors.

Chairman Barclay thanked the public commentators for sharing their thoughts and concerns with the Board of Directors.

PRESIDENT’S REPORT:

RED LINE EXTENSION

Over the course of this past month, CTA received a significant amount of very good news.

- On September 8th, Chicago Mayor Brandon Johnson, Federal Transit Administration, the administrator Nuria Fernandez, members of the Illinois congressional delegation, several aldermen and other community leaders joined President Carter at a press conference for the Federal Transit Administration’s announcement that the Red Line Extension project is in line to receive \$1.973 billion dollars in critical grant funding needed to build it.

- Funding is key to the success of this project. President Carter thanked and acknowledged the Chicago City Council for its approval of the CTA transit TIF which will make available \$ 959 million in local matching funds necessary for CTA to make this important investment.
- The FTA also announced that CTA may proceed with the engineering phase of the project which includes further design and engineering and identifies the additional federal grant dollars that CTA can receive for the project once the engineering phase is completed and approved by FTA. It cannot be overstated that the FTA's commitment is the most critical step forward to date towards making RLE a reality.
- President Carter thanked United States Senator Dick Durbin, Congress Mike Quigley, Congresswoman Robin Kelly who were at the press conference as well as Senator Tammy Duckworth who was unable to join but has been a staunch supporter of public transit in Chicago for their continued support.
- President Carter also acknowledged the great work being done by our RLE team which is tasked in part to successfully move the project forward through the long and detailed federal New Starts process.
- The RLE Team is now officially the award-winning RLE team. This month the Illinois Chapter of the American Planning Association announced that the RLE team has been awarded its 2023 strategic plan award for its Red Line Extension Transit Supportive Development Plan or TSDP. The award recognizes CTA's vision and plan for the transformational community impact related to the RLE project. RLE is at its core an equity-focused project. It is also a tremendously important capital investment for CTA. The TSDP fully flushes out issues like economic development benefits, quality of life issues and other areas and includes recommendations that will serve as a guide for the City of Chicago as it considers future development for communities in and around the project footprint. President Carter is excited about the projects we are making to fulfill the unrealized promise that was made more than fifty years ago that CTA rail service would one day be extended to the city's southern edge.

RIDERSHIP

- President Carter is very pleased to see continued ridership growth on our system. Over the past three weeks the CTA has seen eight days where we have surpassed one million rides system-wide. On Thursday, September 7th, we had the highest ridership of those eight days.

CTA customers took 1,039,000 bus and train rides. This is the highest daily ridership level to date since before the pandemic. While special events due to returning to school and other factors contributed towards these increases, President Carter thanked our customers for making these milestones possible. He also publicly asked our customers to continue to take CTA. Public transit recovery from the pandemic will require in part continued increased ridership.

HIRING UPDATE

- To better serve our riders, the CTA has continued to hire new bus operators and bus mechanics this year at a rate that has now exceeded our expectations going into 2023.
- Both bus and rail operator hiring is outpacing attrition year-to-date and he is very optimistic that that trend will continue.
- Just last week the CTA held another large scale one-stop style job fair in support of our aggressive hiring and recruitment marketing campaign with more to come before the year's end. Thus far in 2023, the CTA has hosted seven in-person job fairs with a cumulative attendance of over 2700 interested applicants.
- On the rail side while the CTA has continued to have some challenges, we currently have two rail operator training cohorts underway with one of them expected to be completed in October. We are excited that these employees will soon join our ranks as full-time rail operators and we are committed to promoting and training as many rail operators as we can.
- We also continue to explore ways to accelerate the growth of our workforce while obviously continuing to maintain a safe and public transit system.
- Our current hiring trends bodes well for our agency and are the result of a lot of hard work by CTA staff across several departments. Most notably the human resources, operations training and workforce development groups as well as other departments that provide logistical support as well as volunteers. Evidence of their effort is reflected in the fact that the CTA anticipated bringing on 700 new bus operators this year. CTA has already surpassed that mark and will continue to do so as we continue to see consistent vacancies.

SAFETY & SECURITY

- Every day we work closely with our primary law enforcement partner the Chicago Police Department to improve safety and to help implement new security strategies across our system.
- Statistics released earlier this month by CPD demonstrate that crime has decreased system-wide in the month of August which is encouraging.
- CPD announced that overall transit crime was down 12 percent year-to-date and 35 percent for the month of August compared to August of 2022.
- It also noted that violent crime was down 16 percent year-to-date and 13 percent for the month versus August of 2022.
- The CTA welcomes this news and the agency is very grateful to the officers we work with every day who help to make a difference on our system but we also know that we will continue to work closely with CPD, invest in new security technology if possible and strategically together continue to find ways to be effective in addressing the safety concerns of our customers and our employees.
- From our contracted security guards and canine units to our extensive network of more than 32,000 security cameras and of course our vigilant frontline employees, we will continue seeking to help to keep our customers as safe as possible and to deter any crime on or near CTA properties.

Chicago Metropolitan Agency for Planning (CMAP)

- President Carter attended a recent meeting he had the opportunity to express concerns on behalf of the CTA about the CMAP presentation and our understanding of how we're going to be moving forward.
- **FUNDING PROBLEM:** From the very beginning in 1983 when the funding formula was put in place to fund CTA, Metra and Pace for the next forty years the formula that was put in place

was supposed to create an excess of funding to allow the type of innovation, the collaboration, the cooperation that many of the stakeholders have suggested. That cooperation did not occur as a result of a governance problem. It occurred as a result of a funding problem. If the CTA doesn't have the funds to do certain things, if the CTA has to worry about how we're going to balance our budget, particularly with a 50 percent recovery ratio for the entire region, it is very hard for the CTA to engage in other activities that are not core to providing the day-to-day service that CTA has to provide on a daily basis.

- It is surprising that we're providing as much service as we are in spite of never having a formula that worked the way it was supposed to. What is meant by that statement?
- The funding formula was set up to create geographic boundaries between the funds that CTA received versus the funds that Metra and Pace were to receive. Those geographic boundaries are somewhat aligned with the service areas that we provide service in. In addition to that, the formula was supposed to provide a discretionary pot of money that would -- could be used to fund and support various regional initiatives that were deemed important and that needed additional financial support to be implemented.
- The reality, however, is that 98 percent of that discretionary money had to be given to CTA because the formula that was set up never covered CTA's annual operating costs. That is the problem that has existed for the last forty years. And so, the formula that was supposed to create an excess of funding to allow the type of innovation, the collaboration, the cooperation that many of the stakeholders have suggested has not occurred and it didn't occur as a result of a governance problem but it didn't occur as a result of a funding problem. If the CTA doesn't have the funds to do certain things, if we have to worry about how we're going to balance our budget, particularly with a 50 percent recovery ratio for the entire region, it is very hard for us to engage in other activities that are not core to providing the day-to-day service that CTA has to provide on a daily basis.
- It is surprising that we're providing as much service as we are in spite of that. What we do know is that when we have additional money the opportunity to collaborate and cooperate increases exponentially and you had no better example of that than the items that you voted on in your board meeting today. And that is but one of many examples of what we have done over the course of the past year as we continue to find ways to not only grow our ridership but

to make it easier for our customers to use the system. Initiatives that quite honestly would not have even been possible three years ago. The lesson to be learned from this is that adequate funding is the key to addressing the service challenges of our region going forward.

- That governance was a red herring used to hide the fact that the funding has never, in fact, been available to support this agency or my sister agencies the way it should have which is why the one part of the report that President Carter is most pleased with is the recommendation to increase the level of funding to a level that would obviously allow us to do this going forward.
- On behalf of the CTA, President Carter is continuing to work with CMAP and CMAP's staff. He will be a part of the discussions on the approval of that report at the next CMAP work meeting next month and obviously as the agency heads down to Springfield for the real conversation about what's going to happen with funding, this will be a significant part of his agenda moving forward.
- President Carter believes that if we don't fix the funding problem for this region, we are not going to be able to fix all the other issues that people want. And if we want to have the type of world class transit system that he has been advocating for and that he has spoke about, we need the funding to support that.

FTA Asian American / Native Hawaiian Pacific Islanders Listening Session

- The CTA hosted a listening session with the Federal Transit Administration -- Federal Transit Administration and the US Department of Transportation. The listening session was with the AA and NHPI community groups which is Asian American, native Hawaiian and Pacific Islanders.
- The listening session was sponsored by the US Department of Transportation. Also in attendance at that listening session were Director Jha and Director Lee who participated in the conversation. President Carter thought that it was not only a welcome and informative conversation between our customers and our stakeholders but an opportunity to hear from a particular portion of our community that doesn't necessarily get the same attention as it always should.

- It is President Carter’s intention to take advantage of what FTA and DOT did and find other ways for us engage not just that community group but other community groups going forward to -- to engage in a thoughtful and appropriate conversation with the customers that we serve to hear what their concerns are, to hear what they are happy about and hear what we can continue to improve the services that we're providing to them.

BLUE LINE REHABILITATION DISCUSSIONS

- Over the course of the past couple of weeks President Carter has had meetings both with the FTA administrator and with the FHWA administrator promoting the projects for the I-290 corridor and Blue Line rehabilitation work. There have been a series of meetings that we've had with IDOT and other stakeholders here in the city to ultimately advocate for the federal funding that we need that would allow us to not only improve that corridor from a road perspective but also that corridor from the transit perspective.
- The Forest Park branch of the Blue Line is the last branch in the entire system to undergo any sort of significant renovation. And while we are doing a portion of that with the work that we're doing on the Blue Line right now, we still have the remainder of the branch to basically improve and update to eliminate slow zones and improve the quality of the stations and the accessibility of the stations along that line.
- President Carter is very optimistic that with the collaboration of all the partners in this conversation to the Department of Transportation we will have a very competitive proposal that will ultimately hopefully provide us with additional federal funding to support that portion of our work.

CTA CONTROL CENTER – IMPROVEMENTS & UPGRADES

- In addition to that, President Carter was recently in Washington, DC to both lobby for full funding of the federal appropriations bill to support CTA as well as the rest of the industry but also to take a tour of WMATA's control center to understand how they are taking advantage of the latest technology and organizational adjustments to improve and make their control center much more effective.

- The CTA is in the process right now of designing and building a control center for our organization. President Carter thinks there is a lot of opportunities for us to learn from other transit systems as they implement similar new buildings and operations that we can then bring back to CTA and incorporate into the work that we're doing. He is looking forward to staff engaging with WMATA to get their ideas and ultimately incorporate those ideas and best practices into what we will build here in Chicago.

BUS MANUFACTURER(S) UPDATE

- Proterra who is our bus manufacturer is facing some financial difficulties.
- Over the course of the past week, President Carter has personally met with every one of the bus manufacturers in this industry to talk about what is going on in this industry and how not only can CTA help stabilize this industry but the entire transit industry as a whole in his role as Chair of APTA can support them.
- He wants to ensure that we're not going to face a situation where we don't have any bus manufacturers to meet our ongoing bus needs. Particularly as we work to convert to a zero-emission bus fleet.
- I'm pleased to say that we had a very good conversation and he thinks there's a lot of opportunity for us to move forward.

Chairman Barclay responded to President Carter's report as follows:

- He thanked President Carter for the report.

- He is very excited about the developments. Particularly RLE. He attended the announcement of the FTA grant, and it was great to see the support and collaboration of elected officials at every level of government and representatives from the community as well.
- That unified presence not only demonstrates the significant impact of this project but the collective -- but the collective recognition that this long-awaited promise is finally becoming a reality.
- President Barclay commended President Carter and his team for their advocacy for this project which was key in CTA's award of this historic grant.
- He stated that recognizing and celebrating our achievements does not discount those areas where we still need to improve. We can and will acknowledge both. We know there's work that still remains to be done and we will continue to do that as a Board to make sure that we monitor things to see the progress that we continue to make. But as a result of some of the implementations over the past year, we're seeing significant progress as you've noted in your report. The numbers are moving in the right direction and that should encourage us to continue that positive trend.

Other members of the Transit Board made comments following Chairman Barclay about President Carter's report and there was further discussion. Director Jha stated that the AA/NHPI listening session was incredibly impactful and that she was proud of the approval our landmark project.

- Director Ortiz noted that being able to secure the billions of dollars for the Red Line Extension project was no easy task and congratulated the President and the award-winning CTA team.
- Director Miller also thanked President Carter for the hard work that he and his team have accomplished under the crisis situations we're going through now in Chicago and in the country as a whole.

MINUTES: Chairman Barclay asked for a motion to approve the regular Board meeting minutes of August 29, 2023. After being moved by Director Miller and seconded by Director Ortiz, the minutes were approved with five votes in the affirmative.

EXECUTIVE SESSION: Chairman Barclay confirmed with Kent Ray, the CTA General Counsel, that there was an Executive Session on the agenda. The CTA General Counsel Kent Ray stated that the

Board would move into closed session pursuant to the Illinois Open Meetings Act, Section 2(c), Subsections 1, 11 and 21. Director Miller moved that the Board move into executive session for the reasons stated by counsel and the motion was seconded by Director Ortiz. The vote to move into Executive Session was unanimous.

The Board recessed into Executive Session at 10:48 a.m.

The Board reconvened from Executive Session at 11:34 a.m. at which point Chairman Barclay entertained a motion to return to open session. Director Miller moved, and Director Ortiz seconded the motion. The vote to return to open session was unanimous.

General Counsel Kent Ray then addressed item 5-A on the agenda after which Chairman Barclay requested a motion to approve the closed session minutes for August 29, 2023. Director Miller moved that the closed session minutes be approved, and Director Ortiz seconded the motion. The minutes were approved by a unanimous vote.

General Counsel Kent Ray advised that items 5-B and 5-C were going to be deferred to a future Board meeting.

Chairman Barclay requested that the item 5-D be addressed. General Counsel Ray stated that the Board did discuss the lawsuit of Nodulman vs Myers which is pending in the circuit courts of Cook County and that the parties have negotiated a tentative settlement subject to Board approval in the amount of \$2,500,000 (Two million Five Hundred Thousand Dollars and no/100).

Director Miller moved that the Board approve the settlement in the case of Carly Nodulman versus Myers and the Chicago Transit Authority in the amount of Two Million Five Hundred Thousand Dollars and no/100 (\$2,500,000). The motion passed unanimously.

BOARD MATTERS: Secretary Greenlee advised Chairman Barclay that there were no Board Matters

COMMITTEE ON FINANCE, AUDIT AND BUDGET: The report for the committee was given by interim FAB Chairperson Director Jakes. The committee reviewed the monthly Finance report and approved the August 29, 2023, FAB committee minutes. Director Jakes stated that all Committee agenda items, listed on the Board agenda, were presented, reviewed, discussed, and recommended by the Committee, for Board approval. Chairman Barclay stated that all the approved committee items, 6 ordinances and 6 contracts, were placed on the omnibus for approval by the Board. Chairman Barclay concluded his report.

Chairman Barclay then asked for a motion to approve the omnibus.

After being moved by Director Lee and seconded by Director Miller, the motion was approved with five yes votes.

NOTE: All approved, 2023, Board ordinances are available online, at www.transitchicago.com, "Chicago Transit Board", "Board Ordinances", Ordinance numbers 023-102 through 023-107.

CONSTRUCTION REPORT: The construction report was made by Bill Mooney, the CTA Chief Infrastructure Officer and JuanPablo Prieto, the CTA Director of Diversity Programs. There were question regarding how the featured DBE certified business, Smelly Fresh, was introduced to Walsh-Flour and RPM. JuanPablo Prieto responded that he came to an early RPM outreach program. There was discussion.

Director Jakes asked whether the DBE had any incentive to reach out and bring other certified DBEs to the CTA?

JuanPablo Prieto responded that we do encourage DBEs to reach back and help and that the CTA also welcome them back to or small business educational series where the CTA has firms that may have never done business with the CTA and are trying to lean how. In those forums the businesses in the CTA co-hort who have competed for and have worn and grown from CTA work come back and explain what was key to their success in obtaining a CTA contract.

President Carter noted that the construction management contract that was approved by the CTA Transit Board is a DBE. The company is Infrastructure Engineering, which is owned by Michael Sutton, who is a former resident of Altgeld Gardens. He stressed that from the beginning of the conception of the RLE project is that the RLE is an equity project and that the CTA expects the project to have an equitable component to it.

Director Jakes stated that he believed it was important for the record that people hear that the CTA is being intentional about making sure that [in procuring contractors/vendors] for the RLE project the CTA is being intentional to make sure that minority-owned business get their fair share. He wants our

story shared with the public at large. He also stated that it was important that we not let other people create our narrative and that we create our own narrative.

President Carter assured him that the CTA would get the narrative out.

Chairman Barclay requested that JuanPablo Prieto's department get information out to the Board members for an upcoming board meeting that is occurring on October 5, 2023, and a workforce event that is scheduled for October 10th.

NEW BUSINESS: Secretary Greenlee stated that there was no new business.

Director Ortiz acknowledged that it was Hispanic Heritage Month and thanked all of the CTA employees for bringing their professional and lived experiences for everyone. She thanked our partners and their employees and our riders and users of the CTA for being a part of our larger family. She wants to celebrate all of our diversity and acknowledge and celebrate Hispanic Heritage Month.

Director Barclay thanked Director Ortiz for her comments.

MOTION TO ADJOURN: Chairman Barclay asked for a motion to adjourn the September 22, 2023, Chicago Transit Board meeting. After being moved by Director Miller and seconded by Director Ortiz, the motion was approved with five (5) yes votes and the meeting was adjourned at 12:07 p.m.

APPROVED: *Georgette Greenlee*
Secretary of the CTA Board of Directors

Date: October 13, 2025