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Transcript of Meeting Of Finance, Audit & Budget Committee

Date: August 12, 2026
Case: Chicago Transit Authority Board Meeting, In Re:

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CHICAGO TRANSIT AUTHORITY BOARD MEETING

MEETING OF FINANCE, AUDIT & BUDGET COMMITTEE

Chicago, Illinois

Wednesday, August 12, 2026

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MEETING OF FINANCE, AUDIT & BUDGET COMMITTEE, held at the offices of:

Chicago Transit Authority
567 W Lake
Chicago, Illinois 60661

Pursuant to agreement, before Brianna Bramlett, Notary Public in and for the State of Illinois.

A P P E A R A N C E S

ON BEHALF OF THE CTA:

ADRIENNE BROWN, ASSISTANT BOARD SECRETARY
CHICAGO TRANSIT AUTHORITY
567 West Lake Street
Chicago, IL 60661
(312) 681-5019

ALSO PRESENT:

Board Secretary Georgette L Greenlee, Esq.
Board Member Michael Eaddy
Board Member Lily Diego-Johnson
Vice Chairman Rev. Dr. Bernard Jakes
Chairman Lester L. Barclay
Board Member Rosa Y. Ortiz
Board Member Roberto Requejo
Board Member Neema Jha
Acting President Nora Leerhsen
Acting General Counsel Sisavanh Baker

P R O C E E D I N G S

DIRECTOR JAKES: Good morning.

VOICES: Good morning.

DIRECTOR JAKES: Good morning.

VOICES: Good morning.

DIRECTOR JAKES: I'd like to call to order the August 12th, 2026 meeting of the Committee on Finance, Audit and Budget.

Georgette, would you please call the roll?

SECRETARY GREENLEE: Absolutely, Director Jakes. Director Neema Jha?

DIRECTOR JHA: Here.

SECRETARY GREENLEE: Director Roberto Requejo?

DIRECTOR REQUEJO: Present.

SECRETARY GREENLEE: Director Rosa Ortiz?

DIRECTOR ORTIZ: Here.

SECRETARY GREENLEE: Chairman Barclay?

CHAIRMAN BARCLAY: Here.

SECRETARY GREENLEE: Director Bernard Jakes?

DIRECTOR JAKES: Here.

SECRETARY GREENLEE: Director Michael Eaddy?

DIRECTOR EADDY: Here.

SECRETARY GREENLEE: Director Lily Diego-Johnson?

DIRECTOR DIEGO-JOHNSON: Here.

SECRETARY GREENLEE: Director Jakes, you have a quorum and you have a full board.

DIRECTOR JAKES: All right. Our next order of business is the approval of the committee minutes of July 8th, 2026. May I have a motion to approve?

DIRECTOR REQUEJO: So moved.

DIRECTOR JHA: Second.

SECRETARY GREENLEE: It's been moved by Director Requejo, seconded by Director Jha that the minutes from July 8th, 2026 be approved as submitted. We'll take a roll call vote. Director Jha?

DIRECTOR JHA: Yes.

SECRETARY GREENLEE: Director Requejo?

DIRECTOR REQUEJO: Abstain.

SECRETARY GREENLEE: Director Ortiz?

DIRECTOR ORTIZ: Yes.

SECRETARY GREENLEE: Chairman Barclay?
CHAIRMAN BARCLAY: Yes.
SECRETARY GREENLEE: Director Jakes?
DIRECTOR JAKES: Yes.
SECRETARY GREENLEE: Director Eaddy?
DIRECTOR EADDY: Yes.
SECRETARY GREENLEE: Director Diego-Johnson?
DIRECTOR DIEGO-JOHNSON: Yes.
SECRETARY GREENLEE: The motion passes. May the record reflect that Director Roberto Requejo abstained.
DIRECTOR JAKES: Our next order of business is the finance report. Tom McKone?
MR. MCKONE: Great. Good morning directors. Good morning chairman.
VOICES: Good morning.
MR. MCKONE: Just a moment here. I'm going to be presenting the June financial results. Okay. The June financial results -- and notably, this will be the first month that we're reporting against the amended budget, which is relevant when we get to the expenses side of things.
So, we'll start with revenues. System

generated revenues performed well in the month of June. So, Fare and Pass totals were a million dollars better than budget. So, it was our best month of the year relative to budget for Fare and Pass revenue. $2,600,000.00 better than where we were last year driven by robust ridership, which was great to see.

Nonfare box, we continue to see a little bit of softness there in our advertising revenue. Nothing to be concerned about. We are expecting some of that Nonfare box revenue to recover in the second half of the year, so we will be keeping an eye on that as we head into that second half.

But total revenue for the month, a little bit better than budget. So, at $39,100,000.00 in system-generated revenue. Year-to-date coming back closer to budget in terms of our forecast for system-generated revenue. You can see there Fare and Pass growth, $2,200,000.00 above where we were last year, just slightly shy of what our forecast was halfway through the year. Total system-generated revenue down $1,500,000.00 versus the forecast, but that's less than a

percentage point so we're pretty close to what we had forecast on system revenue.

On the expenses side of things, we are recognizing the amended budget here in the month of June. So, that is most applicable to the purchase of security services line. There, you can see we're slightly favorable to that line with some of the additional funding provided there. Labor, right on budget. Material, there's some timing in there. I expect that to come back to budget as we head into some subsequent months. There was some advanced material purchases in the month of June that are recognized.

Fuel, we're saving better than a dollar a gallon because of the fuel hedge that we have in place so that we have ten percent variance there, which reflects the un-hedged portion there has been driving up our average price. However, we're getting the benefit of lower ComEd rates that we've seen through the first half of this year.

And then other expenses, there's a little bit of baked in favorability there. There's a little bit of timing on that one, the million favorable to the expense budget for the month, and then if you roll that forward year-to-

date, you see similar trends, but I will note the security services line, which we have been focusing on up to this point, which had been running negative to budget because of some of the additional investments that we're making, is now pretty much on budget, slightly favorable to budget as we've added those amended funds in there.

So, total operating expenses, $22,500,000.00 favorable budget off of a billion-dollar budget, so just a couple of percentage points better there than the budget.

Public funding continues to be robust. We've seen robust sales tax results through the first half of this year so far, so we're hoping that that stays the course there, but we're seeing $89,200,000.00 in favorability to what we had forecast off of public funding, which is great to see.

And then, on the economy side of things, no changes here. We're sitting tight on our fixed forward purchases for diesel fuel. With all the volatility in the market right now, pretty much everybody who usually would do a hedge or an

advanced purchase is staying on the sidelines, and so we're watching closely, as is everybody else, and sort of staying put on where we are with our diesel hedges.

Natural gas, I do expect that we'll be able to execute that contract hopefully soon to fix forward the next two to three years of our natural gas procurement. And that concludes my update on the June financial report. Happy to answer any questions.

DIRECTOR JAKES: So, because we've separated safety and security, are the safety numbers baked into the purchase of security services?

MR. MCKONE: They are not. The security services is strictly the purchase of security services, so those are our third-party contracts.

DIRECTOR JAKES: Okay.

MR. MCKONE: So, primarily that's our contract with CPD and then our contract with the security guards.

DIRECTOR JAKES: Okay. So, where would safety fall in?

MR. MCKONE: So, everything else is

going to be baked into the labor category or the other expenses and contractual services. And then the budget that we put out will have more detail at the department level for each of them.

DIRECTOR JAKES: And as you're preparing the budget for next fiscal year, I'm assuming that that safety line will go up.

MR. MCKONE: Correct.

DIRECTOR JAKES: Okay.

MR. MCKONE: Yes. Yes. And we'll make sure --

DIRECTOR JAKES: Will you create a separate line for it?

MR. MCKONE: We'll have a distinction between the two categories.

DIRECTOR JAKES: Okay. Got it. Got it. Thank you. I have no other questions.

SECRETARY GREENLEE: We'll take questions from other members of the board. Director Jha?

DIRECTOR JHA: No questions. Thank you.

SECRETARY GREENLEE: Director Requejo?

DIRECTOR REQUEJO: Yeah. I would like a quick update on the free rides. Of course, you've

been tracking those now for six months, and curious as to how that's evolving, what that means, and what are some of the measures in place?

MR. MCKONE: Yeah, and I'm happy to have Molly Poppe come up and join me too because I know that she's been tracking it closely and sort of providing the ridership updates on that one. You can see here we reported half a million higher than June. That's better or lower than we've seen in previous months in terms of a growth rate. So, we have seen some of that growth start to come down as we've been tracking it throughout the year, which has been a good sign. I'll let Molly talk about some of the broader trends and some of the measures in place.

MS. POPPE: Yeah. So, around unpaid or underpaid rides, we have started to see over the last couple of months a steady sort of softening or decline on how many unpaid rides we had. We've been seeing growth really for the last nine months to a year of sort of month-over-month growing with these underpaid or unpaid rides. And so, we can attribute that to a couple different measures that we've already put in place, as well as additional

measures that we will see coming online.

We've been working with our various law enforcement and security partners to try to make sure that we have more security presence directly at the fare gates. Additionally, we have been adding messaging and signage throughout our system for anyone who rides the bus. You will hear every time the bus doors open, it says fare payment required.

We've also added some additional station hardening measures beyond just law enforcement. We've also changed out some of our fare gates to the tall high barrier gates. And we launched an Innovation Studio problem statement around sort of fare gates of the future and how can we think about modernizing our fare gate systems, which are about 30, 35 years old today.

So, that's all kind of on the sort of operational side. What we're also doing and have recognized that we do not have a low-income fare program. For CTA, we only have a senior reduced fare, student, and then people with disabilities program. So, we've been working very closely with RTA and our partners at Pace and Metra, and we

will be launching a low-income fare program here in the next about month, month-and-a-half.

So, I think all of that taken together, we've tried to take as many approaches as we can to continue to address the fare payment, or the fare underpaid or fare evasion issues, and we have seen that softening of that overall trend, but it is something we're going to continue to monitor and recognize that it's not going to be sort of a silver bullet solution. It is going to require a sort of multi-faceted approach of addressing affordability, station hardening, as well as signage.

DIRECTOR REQUEJO: Thank you. And I appreciate particularly the care put into creating an affordable rate for the first time. Of course, I want also to clarify, when we see free rides -- and that's something I found very educational. This number that we see on free rides does not include only people who have declined to pay, right?

MS. POPPE: Correct. It includes other free riders as well, which is folks that have -- people with disabilities, the para transit

rider class, as well as the senior low-income rider class.

DIRECTOR REQUEJO: Great. Thank you.

MS. POPPE: Yeah.

SECRETARY GREENLEE: Director Ortiz?

DIRECTOR ORTIZ: No questions. Thank you.

SECRETARY GREENLEE: Chairman Barclay?

CHAIRMAN BARCLAY: No questions.

SECRETARY GREENLEE: Director Eaddy?

DIRECTOR EADDY: No questions.

SECRETARY GREENLEE: Director Diego-Johnson?

DIRECTOR DIEGO-JOHNSON: No questions.

SECRETARY GREENLEE: Director Jakes, there are no further questions.

DIRECTOR JAKES: Our next agenda item is number 4 and it's the review of an ordinance authorizing an amendment to a contract with CRRC Sifang America JV for rail cars and to provide additional funding. Don Bonds and Jeff?

MR. BONDS: Good morning.

VOICES: Good morning.

MR. BONDS: Good morning chairman. Good

morning directors. Today we present for your consideration an ordinance authorizing an amendment to a contract with CRRC Sifang America JV for CTA 7000 Series rail cars.

In 2015, CTA entered into a contract with CRRC for a base order of 400 rail cars with four options for a total additional 446 rail cars. Recent economic uncertainties, previous delays in production resulting from the Covid-19 pandemic, and inflationary conditions jeopardize CRRC's ability to provide rail cars at the price we agreed to in the 2015 contract. This prompted a submission by CRRC of 14 separate claims for additional compensation for the base order in an amount of $221,200,000.00..

After a thorough review of the current marketplace and negotiation between CTA and CRRC, CTA concluded that it was in CTA's best interest to amend the contract with CRRC to pay a total amount of $40,000,000.00 as full and final resolution of all base ordered claims. $20,000,000.00 would be paid as a lump sum payment upon CTA's acceptance of the 300 base order rail cars. The remaining $20,000,000.00 would be paid in installments tied to

the acceptance payments for the remaining base order rail cars.

CTA also seeks to amend the contract with CRRC to revise the delivery schedule for the remaining base order rail cars, to require delivery of all 400 rail cars no later than July 31st, 2028. And finally, CTA seeks to amend the contract to revise CRRC's deadline for providing the performance security for option one.

This agreement would ensure the completed production of the base order of 7000 Series rail cars, which are necessary to replace older model rail cars that have reached the end of their useful life and require replacement due to reduced maintenance and operating costs and support uninterrupted service on CTA's system.

Additionally, the completion of the 7000 Series contract will help to increase service after the completion of the Red Purple Modernization project, as well to provide rail cars for the Red Line Extension project upon its completion. That concludes my remarks and I'm happy to answer any questions.

DIRECTOR JAKES: Jeff, you gave a great

presentation yesterday. I want to say congratulations to you and your team, as well as to you too, Don. Because to go from the past of -- or the demand of $221,000,000.00 to settle for 40, I call that a win. And especially to do a layaway plan for the last $20,000,000.00, that is good. And we get what we're supposed to get out of it, which is the remainder of the rail cars. And those will be in place by 2028?

MR. BONDS: Correct. The base order will be complete by end of July 2028.

DIRECTOR JAKES: Okay. Yeah. So, great job gentlemen. And you, too. Thank you.

SECRETARY GREENLEE: We'll take questions from other members of the board. Director Jha?

DIRECTOR JHA: Yes. Not a question, but can you clarify how many have been delivered versus what's pending? Similar question that I had asked yesterday. Just so the public knows what's been delivered and what's on the schedule.

MR. BONDS: So, currently we have 254 cars that have been delivered and operating currently on the Blue Line itself. We have 40 cars that are

in the factory on the south side of Chicago. We have an additional 80 to 90 cars that are being currently manufactured in China. We have about 10 to 12 cars that are on the ship headed to Chicago. So, we're close to the base order number in some stages. But 254 cars are currently operating on the system.

DIRECTOR JHA: Thank you.

MR. BONDS: Thank you.

SECRETARY GREENLEE: Director Requejo?

DIRECTOR REQUEJO: One thing that I have found very helpful and educational, and I think the public should know is when you all presented -- first of all, what is the cost per car to CTA? Because when people walk into a train car, how much does that car cost? And second, what this increase means in the increase of future cars? If you could share the two amounts, what the cost of the cars is prior to the amendment and what it is going to be after the amendment, that would be super helpful, I think.

MR. BONDS: Certainly. So, the current cost of rail cars is $1,630,008. We have not structured this settlement to actually increase the price per car due to administrative issues

with doing that. However, for practical purposes, this settlement would increase the price to $1,730,008 per car. So, roughly, an additional $100,000 per car.

DIRECTOR REQUEJO: Great. I think this is very important for people to know when we walk into one of those new cars and we love it, it's a $1,700,000.00 car we're walking into, and when we do things to that car, we're doing them to a $1,700,000.00 car. So, thanks.

SECRETARY GREENLEE: Director Ortiz?

DIRECTOR ORTIZ: No questions. Thank you.

SECRETARY GREENLEE: Chairman Barclay?

CHAIRMAN BARCLAY: Not a question, but I do want to commend you on the work that you did. I know you started this a couple years ago trying to negotiate this and this is the culmination of this, but I think that you guys did a yeoman's job, so my hat is off to your team for the efforts that you guys made to get it to this point, and so I am really appreciative of that and I think the public will be also.

MR. BONDS: Thank you, sir.

SECRETARY GREENLEE: Director Eaddy?

DIRECTOR EADDY: No, I just want to join with Chairman Barclay and Director Jakes commending -- as I said yesterday, that was quite a task for you guys to bring that down from like $221,000,000.00 to $40,000,000.00. That was some phenomenal negotiating. So, just grateful for the work that you're doing.

DIRECTOR JAKES: We need to get them to negotiate our pastoral contracts.

SECRETARY GREENLEE: Director Diego-Johnson?

DIRECTOR DIEGO-JOHNSON: Yeah. Would you be able speak to the current Series 7000 rail cars that are already functioning and what the physical ADA accessibility is like so that people know, you know, that this is something -- the upcoming ones -- how people have been receiving the cars already, the rail cars already in place?

UNIDENTIFIED SPEAKER: Sure, Director. The 7000 Series feature a distinct audible door chimes to help customers who are blind or have low vision locate train doors quickly. They also have an express mode visual display that provides

additional information for customers who are deaf or hard of hearing when trains are operating express.

The active suspension system also helps align the rail car floor with the platform -- with the station platforms improving boarding and exiting for all customers. The active suspension on the 7000s is an overall improvement over our current 5000 series cars and of course our older cars.

In each 7000 Series rail car, the car has platform sensors to help align the car floor height to the actual platform height so there's no unlevel surface when someone -- if they're in a wheelchair or walking onto the train don't trip and fall, which we also have gap fillers that also assist with that, but the main thing is that the train automatically lowers itself to the height of whichever platforms are in our system.

The 5000 Series suspension lowers the floor height to a preset level that may or may not align with the actual platform height itself. So, the 5000 has a preset number, so it doesn't automatically adjust itself, but the 7000s do

adjust to the level of the platform, and the overall feedback that we've received so far has been very positive since the trains have been running in service several years now.

DIRECTOR DIEGO-JOHNSON: Okay. Thank you very much.

UNIDENTIFIED SPEAKER: Thank you.

DIRECTOR JAKES: A quick question with the new trains. Have they done anything as it relates to people smoking, like new filters and things of that nature on these?

UNIDENTIFIED SPEAKER: No, not really. I mean, we looked at some things during Covid trying to filter air and things like that. I mean, there was some positive feedback on that, but not necessarily help with the situation. So, there's not really a lot that we can do with that on our end.

DIRECTOR JAKES: Okay. And then what happens with the old trains? I know we talked about this years ago, but what happens with the old trains?

UNIDENTIFIED SPEAKER: So, we have a scrap contract, which was definitely approved by

the board. So, we have a vendor that comes in. He takes a look at the equipment and he will buy the entire train and he will take out the parts that he or she is going to scrap. So, we get money for cars that have been retired from the system. We've also donated the cars to various vendors that make them into a restaurant space or some other things. There's a couple around the city right now.

DIRECTOR JAKES: Nice. Okay. Thank you.

UNIDENTIFIED SPEAKER: Thank you.

SECRETARY GREENLEE: There are no further questions.

DIRECTOR JAKES: If there are no further questions, may I now have leave to place this on the omnibus for board approval?

DIRECTOR REQUEJO: So moved.

DIRECTOR JHA: Second.

SECRETARY GREENLEE: It's been moved by Director Requejo, seconded by Director Jha that this item be placed on the omnibus for board approval.We will take a roll call vote. Director Jha?

DIRECTOR JHA: Yes.
SECRETARY GREENLEE: Director Requejo?
DIRECTOR REQUEJO: Yes.
SECRETARY GREENLEE: Director Ortiz?
DIRECTOR ORTIZ: Yes.
SECRETARY GREENLEE: Chairman Barclay?
CHAIRMAN BARCLAY: Yes.
SECRETARY GREENLEE: Director Jakes?
DIRECTOR JAKES: Yes.
SECRETARY GREENLEE: Director Eaddy?
DIRECTOR EADDY: Yes.
SECRETARY GREENLEE: Director Diego-Johnson?
DIRECTOR DIEGO-JOHNSON: Yes.
SECRETARY GREENLEE: Director Jakes, the motion passes.
DIRECTOR JAKES: As we move to agenda item 5, it is the review of an ordinance authorizing a first amendment to both the IGA, I'm sorry, the intergovernmental agreement, and option to extend with the City of Chicago by and through its authorized nominee for outreach and non-congregate shelter to individuals in need. Tom McKone and Molly Poppe. And Tom, when you all do

that, can you put that in a cup that people can drink from?

MR. MCKONE: Yes. So, I'm going to be introducing agenda items 5 and 6. So, we will be efficiently covering both of those as they're related IGA's.

DIRECTOR JAKES: Okay. Thank you.

MR. MCKONE: So, I'm presenting two intergovernmental agreement actions for your consideration today. The first is our existing IGA with the City of Chicago's Department of Family and Support Services, DFSS, for outreach to individuals experiencing homelessness on the red and Blue Lines.

Through this outreach, which began in 2023, it's clear that many individuals seeking shelter on the CTA system would prefer to shelter at a non-CTA location. However, enough shelter housing and associated support is not consistently available.

Recognizing this, the 2026 CTA budget includes additional funding for shelter spaces specifically dedicated for those sheltering on CTA trains and platforms. Amending the current IGA

with DFSS to include this additional scope and funding in the amount of $412,500 will let us deliver on this program. DFSS is actively procuring these additional shelter spaces and this will allow them to move forward with awarding this contract so that the dedicated shelter spaces can be available this year prior to the winter.

The second IGA for your consideration is the renewal of the agreement with DFSS for 2027 and an option for 2028 in the amount of $4,200,000.00 annually. This IGA includes enhanced outreach on the red and the Blue Lines, and the continuation of the shelter program that I just described.

The enhanced outreach includes an additional team on the Blue Line to fill in the gap in outreach services between 3:00 p.m. and 11:00 p.m., creating a 24-hour program on the Blue Line. It also includes the addition of a nurse to the outreach on the Red Line to directly support the needs the outreach team is encountering and enhance the quality of their interactions. This IGA will also continue support for the dedicated shelter spaces coming online this

year. We know that individuals experiencing homelessness and sheltering on the CTA is a critical issue for all of our riders. We will continue with our active contract management approach with DFSS and delegate agencies focusing on moving people into shelter and long-term housing. The outreach teams have numerous success stories where, through repeated engagements, they've been able to help people get support and into more stable and supportive environment.

I would like to thank the project team, they've been with us since 2023, at DFSS, along with the two delegate agencies, Thresholds and Haymarket, and then our Senior Project Manager Laura De Castro who has been working on this since its inception. So with that, I'm happy to answer any questions.

DIRECTOR JAKES: No questions. Just it's a joy to hear that our unhoused population are not being forgotten about, so thank you.

MR. MCKONE: Thank you.

SECRETARY GREENLEE: Director Diego-Johnson?

DIRECTOR DIEGO-JOHNSON: Yeah. I have

just more of a comment. I would like for CTA to have more of an awareness of the way that physical accessibility is functioning within like non-congregate shelter beds or even just anything that we're partnering when it comes to providing any shelter, I think there's an ordinance letter also with that specific organization, just so that we how accessible shelter beds are. Because that's often an issue. Often it is about retrofitting for people, and it would be good if we actually just adjust it from the very beginning. That's it.

MR. MCKONE: Great. Thank you.

SECRETARY GREENLEE: Director Eaddy?

DIRECTOR EADDY: Yeah, just going back to the fact that there's a nurse. Just help me to understand how this individual or the group of them, how are they going to be engaged?

MR. MCKONE: Yeah. So, currently you have the outreach team, right, which delves into case management or civil work with the individuals, but they'll often encounter people who may need medication, they may need wound care, things like that that the team is just not sort of qualified and trained for. That would open up

pathways to sort of creating sort of a deeper engagement with the individual, which is kind of what you need to help move them along the care pipeline.

So what they've encountered are folks who need that, right. Folks who may be off their medications, right, or may need some wound care or some simple treatment, things like that, and if they're able to offer that on the spot, they'll sort of create that ongoing level of engagement, maybe get them into deeper case management, and hopefully move them into sort of the treatment that they need.

DIRECTOR EADDY: So, is there going to be a nurse assigned to each shift?

MR. MCKONE: They will be accompanying the outreach team that's out in the p.m.

DIRECTOR EADDY: So, that one nurse will accompany the outreach team?

MR. MCKONE: Yeah.

DIRECTOR EADDY: Okay. And then what is the block of time?

MR. MCKONE: So, it's an eight-hour period from --

DIRECTOR EADDY: Okay.
MR. MCKONE: Yeah, from starting at 4:30.
DIRECTOR EADDY: 4:30 --
MR. MCKONE: P.m.
DIRECTOR EADDY: -- to what?
MR. MCKONE: Oh, so until about 12 -- so to just after midnight.
DIRECTOR EADDY: I guess when you think about needs that arise, they don't just usually arise between 4:30 and midnight. So, I just had a question about that.
MR. MCKONE: Yeah. And obviously as this has grown we've expanded services and we're continuing to look to do that. There's often more services available during the day. So, if the outreach team is out there during the day, they will shuttle in the services, but sort of at night it's a little bit harder to get those direct services.
DIRECTOR EADDY: Okay. Thank you.
SECRETARY GREENLEE: Chairman Barclay?
CHAIRMAN BARCLAY: Thank you, Tom. I am so pleased to see that the CTA has evolved. When

I came on this board five years ago, I was told we were only in the business of transporting people. Now we are looking at transporting people in a broader sense and I am very pleased that we are moving in that direction. I think the board has sort of set that tone that we want to see some efforts in these areas to broaden our definition of transporting our passengers, and so I'm very pleased.

But going back to Director Eaddy's point, you know, we want to monitor this to see how this actually pans out because if we need to adjust the hours, if we need to adjust the personnel, just want to make sure that there's enough wiggle room so that we can meet the need at this time.

MR. MCKONE: And that's a part of the active contract management. We're looking at the services provided definitely.

CHAIRMAN BARCLAY: Thank you.

SECRETARY GREENLEE: Director Ortiz?

DIRECTOR ORTIZ: Thank you. I second everyone's comments. I'm really excited to see this being expanded, really adapting to the needs

that we're seeing as well. So, congratulations to everyone on the team making this happen. You know, I think it's just greatly appreciated on all aspects of our city. Thank you.

SECRETARY GREENLEE: Director Requejo?

DIRECTOR REQUEJO: So, first of all, thank you for doing this and congrats for more than doubling the resources for this. I also want to put it in context, right, because when you all were presenting this, I asked what is the population numbers, right, and we have I think 30 beds that we will be making available with these contracts?

MR. MCKONE: At least.

DIRECTOR REQUEJO: At least?

MR. MCKONE: Yeah.

DIRECTOR REQUEJO: Starting with 30. But the number of active people in the system is --

MR. MCKONE: Yeah, closer to 500, right, that are sort of actively in the coordinated entry system that they're tracking.

DIRECTOR REQUEJO: Just to give people a sense of the scale, right, we have at least 500

people unhoused taking shelter in CTA and then 30 beds for those. This means that I'm glad that CTA is doing this, and also other people need to step up too because that is not going to be sufficient.

That said, I wanted to double down on the fact that this is a problem that happens in transit systems around the world. Most agencies either turn a blind eye and they say, you know, this is not something we want to talk about, or they have a punitive approach and they punish people for doing that. And CTA is going in the other direction, which is something that makes us all proud.

And finally, I wanted to invite you all to consider that now with the new NITA legislation coming up, and with the capacity that NITA and CTA is going to have to develop land and use resources, buildings, NITA transit, there is a lot of opportunity to partner with a developer that will support the housing and start being active not only in the service car but also in having our own role in building those homes for people that's unhoused.

So, I wanted to congratulate you for this but also keep in mind the scale of this and also think about how could we use an equitable transit oriented (indiscernible) agenda to actually be co-developers of that type of housing.

MR. MCKONE: Yeah. Great. Thank you.

SECRETARY GREENLEE: Director Jha?

DIRECTOR JHA: Echo all the comments. I'm not going to say the same things again. I appreciate the update. Thank you.

SECRETARY GREENLEE: Director Jakes, there are no further questions or comments.

DIRECTOR JAKES: May I now have leave to place this item on the omnibus for board approval?

DIRECTOR REQUEJO: So moved.

DIRECTOR JHA: Second.

SECRETARY GREENLEE: It's been moved by Director Requejo, seconded by Director Jha. We will take a roll call vote. Director Jha?

DIRECTOR JHA: Yes.

SECRETARY GREENLEE: Director Requejo?

DIRECTOR REQUEJO: Yes.

SECRETARY GREENLEE: Director Ortiz?

DIRECTOR ORTIZ: Yes.

SECRETARY GREENLEE: Chairman Barclay?
CHAIRMAN BARCLAY: Yes.
SECRETARY GREENLEE: Director Jakes?
DIRECTOR JAKES: Yes.
SECRETARY GREENLEE: Director Eaddy?
DIRECTOR EADDY: Yes.
SECRETARY GREENLEE: Director Diego-Johnson?
DIRECTOR DIEGO-JOHNSON: Yes.
SECRETARY GREENLEE: Director Jakes, the motion passes. You may now move to agenda item number 6.
DIRECTOR JAKES: Agenda item 6 is the review of an ordinance authorizing an intergovernmental agreement with the City of Chicago by and through its authorized nominee for outreach and non-congregate shelter to individuals in need. Now, this is Molly, right?
MR. MCKONE: No, this is the two that I introduced.
DIRECTOR JAKES: Oh, those are the two.
MR. MCKONE: So, I introduced them together.
DIRECTOR JAKES: Okay. So, items 5 and

6 are one in the same; is that right?

MR. MCKONE: They're not the same. I just spoke about number 6.

DIRECTOR JAKES: Okay. So, I need to move that to omnibus.

SECRETARY GREENLEE: Yes. Yes, we need to put this --

DIRECTOR JAKES: Okay. All right. So, then I need to leave place to move this item on the omnibus for board approval.

SECRETARY GREENLEE: Yes.

DIRECTOR REQUEJO: So moved.

DIRECTOR JHA: Second.

DIRECTOR JAKES: Thank you.

SECRETARY GREENLEE: To be clear, we're now placing ordinance 6 --

DIRECTOR JAKES: Ordinance 6, correct.

SECRETARY GREENLEE: -- which is the review of an ordinance authorizing an intergovernmental agreement with the City of Chicago by and through its authorized nominee for outreach and non-congregate shelter to individuals in need on the omnibus at this time. We just placed item 5 on the omnibus.

DIRECTOR JAKES: Right.

SECRETARY GREENLEE: It's been moved by Director Requejo, seconded by Director Jha. We'll take a roll call vote. Director Jha?

DIRECTOR JHA: Yes.

SECRETARY GREENLEE: Director Requejo?

DIRECTOR REQUEJO: Yes.

SECRETARY GREENLEE: Director Ortiz?

DIRECTOR ORTIZ: Yes.

SECRETARY GREENLEE: Chairman Barclay?

CHAIRMAN BARCLAY: Yes.

SECRETARY GREENLEE: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY GREENLEE: Director Eaddy?

DIRECTOR EADDY: Yes.

SECRETARY GREENLEE: Director Diego-Johnson?

DIRECTOR DIEGO-JOHNSON: Yes.

SECRETARY GREENLEE: The motion passes, Director Jakes.

DIRECTOR JAKES: Agenda item 7 is the review of an ordinance authorizing a pilot program agreement with F212-CITEF for a rail simulator pilot under CTA's Innovation Studio program.

Molly Poppe?

MS. POPPE: Okay. So, good morning chairman, directors. Molly Poppe, Chief Planning Innovation Officer for the CTA. Today I'm here to seek approval on the next pilot project under the Innovation Studio program.

As a reminder, Innovation Studio was launched in 2024 and enables the agency to test innovative solutions and cutting edge technology to help solve some of our biggest challenges. Through Innovation Studio, one pilot has been completed. Four are in progress, additional solutions are being solicited today under the fare gates of the future that I talked about a few minutes ago.

In summer 2025, Innovation Studio released a problem statement seeking solutions to provide virtual reality or simulated training opportunities for rail operators to gain additional hands-on experience.

Today, we are seeking approval for a $75,000 stipend to advance a pilot solution with Railway Technology Research Center known as CITEF. CITEF is a research and innovation center located

in Spain. It has been developing simulators since 2001 for transit systems across the globe. They are partnering with U.S. based Vtech simulation which produces lightweight simulators for the transportation sector.

CTA received six proposals for this problem statement and CITEF was selected because of their portable solution that integrates real hardware from our 5000 Series rail cars with a virtual reality headset creating a highly immersive and realistic experience for operators.

The simulator will model four consecutive rail stations and will include a workstation for the agency to build scenarios such as different weather situations, signal failures, or vehicle failures. The goal of this innovative tool is to provide more hands-on experience in real-world challenging scenarios on a rail right of way. The tool is added in the CTA's extensive training program. It is not meant to replace it in any way.

I want to just take a second to say the power behind this tool has been the Vice President of Rail Operations Jeannie Alexander. Jeannie

came to the Innovation Studio team with this idea and is really seeking more opportunities to support her team and the operators with some hands-on experience and she's been championing the progress of this pilot solution every step of the way. Thank you. And I'm happy to answer any questions you may have.

DIRECTOR JAKES: I have no questions, Molly. You answered it all yesterday. Thank you.

MS. POPPE: Okay.

SECRETARY GREENLEE: We'll take questions from other members of the board. Director Jha?

DIRECTOR JHA: No questions, but it really -- it looks very promising.

SECRETARY GREENLEE: Director Requejo?

DIRECTOR REQUEJO: Yes, congratulations and thank you. And thank you, Jeannie, for your leadership on this.

SECRETARY GREENLEE: Director Ortiz?

DIRECTOR ORTIZ: Thank you.

SECRETARY GREENLEE: Chairman Barclay?

CHAIRMAN BARCLAY: No questions.

SECRETARY GREENLEE: Director Eaddy?

DIRECTOR EADDY: No questions.

SECRETARY GREENLEE: Director Diego-Johnson?

DIRECTOR DIEGO-JOHNSON: I just wanted to say yesterday when we spoke, you talked a little bit about what would happen for people who were perhaps feeling a little unwell from the virtual reality headset, and so just kind of, if you could -- I just wanted to say basically that that is great that there is awareness of that and that it is going to be a really exciting pilot. Really, I was just -- yeah.

MS. POPPE: Yeah. The solution includes the VR headset as well as a monitor as well. So, if individuals don't handle the VR headset well, we also have a module where they can use a screen for the simulation.

DIRECTOR DIEGO-JOHNSON: Awesome. Thank you.

MS. POPPE: Yeah.

SECRETARY GREENLEE: Director Jakes, there are no further questions.

DIRECTOR JAKES: May I now have leave to place this item on the omnibus for board approval?

DIRECTOR REQUEJO: So moved.
DIRECTOR JHA: Second.
SECRETARY GREENLEE: It's been moved by Director Requejo, seconded by Director Jha that this item be placed on the omnibus for board approval. We'll take a roll call vote. Director Jha?
DIRECTOR JHA: Yes.
SECRETARY GREENLEE: Director Requejo?
DIRECTOR REQUEJO: Yes.
SECRETARY GREENLEE: Director Ortiz?
DIRECTOR ORTIZ: Yes.
SECRETARY GREENLEE: Chairman Barclay?
CHAIRMAN BARCLAY: Yes.
SECRETARY GREENLEE: Director Jakes?
DIRECTOR JAKES: Yes.
SECRETARY GREENLEE: Director Eaddy?
DIRECTOR EADDY: Yes.
SECRETARY GREENLEE: Director Diego-Johnson?
DIRECTOR DIEGO-JOHNSON: Yes.
SECRETARY GREENLEE: The motion passes.
DIRECTOR JAKES: Agenda item 8 is the review of an ordinance authorizing a pilot program

agreement with Housing Forward for a crisis intervention safe ride specialist pilot under CTA's Innovation Studio program. Molly?

MS. POPPE: So, Chairman, I'm going to do a broad overview, and then I'll talk about Housing Forward, and then we'll introduce the next ordinance. I'll do HAS.

DIRECTOR JAKES: Great.

MS. POPPE: And so we'll follow that.

DIRECTOR JAKES: Thank you.

MS. POPPE: Yeah.

SECRETARY GREENLEE: Thank you.

MS. POPPE: So, good morning chairman, directors. Again, Molly Poppe, Chief Planning and Innovation Officer. I want to speak broadly about the safe ride specialist pilot program before I launch into the specifics of each of the contracts that are coming before the board today.

The safe ride specialist pilot program was developed collaboratively in partnership with riders and more than 30 mental health and social service experts, community organizations, labor, and CTA staff and leadership at our first ever CTA transit community safety workshop held just a year

ago in August 2025.

From that workshop, in December 2025, we launched the Innovation Studio problem statement and we focused on developing solutions to engage with and support riders for a safe, welcoming, and comfortable ride for everyone. There's two different problem statements that we introduced with the core roles of crisis intervention specialists and community violence intervention specialists.

On crisis intervention specialist, that particular problem statement is focused on identifying solutions to support riders experiencing housing instability, mental health crises and substance abuse disorders by positively and proactively engaging with these riders and subsequently connecting them to treatment, housing, and other social services.

The other problem statement is community violence intervention specialist and that is focused on proactively and positively engaging youth and young adults to build positive relationships, de-escalate potential conflicts, redirect energy into constructive behaviors

without the engagement of law enforcement.

Following two rounds of extensive review under the Innovation Studio program by subject matter experts across the CTA, those subject matter experts included rail station management, planning and innovation, safety and security, and positive feedback. CTA selected a cohort of four organizations for the safe ride specialist pilot program.

While each organization has unique outreach and engagement and a diverse set of wraparound resources that we will leverage, every safe ride specialist has the following key tenants.

Every specialist will receive training specific to CTA provided by CTA's training and workforce development team. Every specialist will receive specialized training by their organization that will include direct examination-escalation training, trauma informed care training, crisis intervention, mental health, first aid, CPR, and Narcan administration.

Every specialist will work in a team of atleast two specialists riding the train throughout the pilot zones that have been

identified and regularly checking in with CTA frontline staff throughout that zone. Every specialist team will maintain a visible presence on the system and proactively and positively engage with riders in need and/or de-escalate disruptive situations.

All teams will carry outreach materials and hygiene or care bags. These will include Narcan. Every organization will follow robust reporting requirements including weekly reporting to CTA staff on engagements and services provided, as well as requirements to leverage the region's coordinated entry system for proper case management for all vulnerable riders. And every organization is bringing a diverse network of wrap around resources to connect riders with the services they need including shelter beds, respite locations, mental healthcare, and much more.

From a contractual standpoint, each organization has a professional services agreement that indemnifies CTA coupled with a robust set of insurance requirements. It also includes requirements for tracking and measuring key performance indicators so we can understand the

success of these pilots and if they are scalable. And each provides a strong staffing requirement and supervisor to outreach worker ratio to help ensure success of the pilots. And additionally, CTA has the ability to ask for specialists to be removed from the pilot program for performance issues.

Launching these pilot programs has been an essential priority for Acting President Leerhsen and this board, and we wouldn't be here today without the amazing CTA staff that has been supporting this program throughout the way. While I am up here presenting, I do want to take a moment to thank the many, many CTA staff members who actually made this program possible.

First, I want to start with Michael Rivera or Mikey. He's the project coordinator within the planning and innovation and he has truly been the engine behind this work. Laura De Castro is a project manager here at CTA. Kim Robinson, Vice President of Training and Workforce Development. And Tia Cummingham Sumter, Director of Learning and Support, and their team, Elizabeth Lane, Patricia Bryant, and Ramona Magotski (ph)

have been truly amazing in planning the training around this and helping to support the training needs. Rich Porter, Vice President of Rail Station Management, including his team, Jason Porter, no relation, and Tenedra Allen (ph) have truly been wonderful in helping us to craft this program, and the entire operations team has been very supportive as we've continued to build this work. Chief Joe Bird, Vice President Kevin Ryan, Director Eddie Winters, and the entire security team have also been supporting us. And lastly, our consulting partners at Hibbett Strategies and Cambridge Systematics.

It's truly been a village to get here and it's important that we thank everybody involved because it is that. For this to be successful it does require an all of the above approach. Okay. Now I'm getting into the ordinances.

DIRECTOR JAKES: Okay.

MS. POPPE: All right. So, the first ordinance is with Housing Forward. Staff is seeking approval for an ordinance authorizing a one-year pilot with Housing Forward for the safe

ride specialist program for a total stipend value of up to $991,087. Housing Forward will provide services on the Green Line from Harlem to Central, Monday through Friday from 6:00 p.m. to 1:00 a.m., and on Saturdays from 6:00 p.m. to 11:30 p.m.

They are working in partnership with four subcontractors, NAMI Metro Suburban, Thrive Counseling Center, Loyola Street Medicine, and Live4Lali. NAMI and Thrive will provide mental health and counseling services, while Loyola Street Medicine will provide medical care, and Live4Lali will promote harm reduction and substance use recovery.

In addition to the crisis intervention services, Housing Forward will assist unhoused individuals in need and in interest of immediate shelter. They're allocating six dedicated emergency shelter beds to this pilot. Shelter clients will be supported at the Anderson Emergency Shelter with case management and services, as well as have access to showers and a warm meal. Housing Forward is providing these six shelter beds for the entire duration of the pilot, so 365 days.

With the approval of this ordinance, staff will proceed to execute this pilot agreement and plan for immobilizing a safe ride specialist. I do want to call out that Tara Dabney from Housing Forward is here today, and Housing Forward has been a wonderful partner throughout this process. Thank you and I'm happy to take any questions on the Housing Forward ordinance.

DIRECTOR JAKES: Molly, the person you just named --

MS. POPPE: Yeah.

DIRECTOR JAKES: Who is it?

MS. POPPE: Tara Dabney.

DIRECTOR JAKES: Where is she?

MS. POPPE: She's the Chief Development Officer.

MS. DABNEY: Hi.

SECRETARY GREENLEE: Director Jakes, do you have any questions?

DIRECTOR JAKES: How is Housing Forward partnering -- well, I guess, Tom, with your presentation, this was what you were saying as the tag team? Because it sounds a lot like what you presented.

MR. MCKONE: Yeah. I think it's different folks and different services, right. So, focusing on the unsheltered population and providing services there, and then different populations on CTA, right. So, this group, you know, working with another population as well, but obviously everybody kind of coordinating.

DIRECTOR JAKES: Okay.

MS. POPPE: Housing Forward is located on the Green Line. They are doing Harlem to Central.

DIRECTOR JAKES: Okay.

MS. POPPE: So, they will be working on the Green Line, where the outreach workers that Tom talked about are focused on the Red and Blue Line.

DIRECTOR JAKES: Okay.

SECRETARY GREENLEE: We'll take questions from other members of the board. Director Jha?

DIRECTOR JHA: No question. I think request. I think there's a lot of pilots and there's a lot of initiatives. I think it's hard to know what goes where and how they're all

related to each other, but it looks like obviously a collaborating with a ton of interdepartmental collaboration, which is great to hear.

I think for the next board meeting it will be helpful to get a full view picture of all that CTA is doing in this area in maybe like a one-pager that can tie up so we know where the resources and money are going and how many agencies or organizations are part of this ecosystem so there is a single view of the effort.

And if there is a way to kind of tie that to the outcome, collective outcome, so to say, in terms of like what areas you're tapping into, and then potentially if there's any gap that we might be able to identify. I don't want to lose the forest for the trees and I think it's important to have that holistic view. So, if you guys can put that together --

MS. POPPE: Yeah. Absolutely.

DIRECTOR JHA: -- I think that would be super duper helpful. Also, identifying any like double investment areas, duplicative efforts that we can identify through that would be my request.

But again, I mean, it's too late to do these things. So, happy to see all of this show up, especially in today's meeting, so appreciate that.

SECRETARY GREENLEE: Director Requejo?

DIRECTOR REQUEJO: Yeah, similar to your comment. And I commend you and the team for not only what you're doing, but how you did it, and all the meetings and all the collaboration that took place over years to arrive here. And I want to acknowledge too that transit authorities are not designed for this kind of thinking and this is really hard and every step of the way is a problem, and you guys went through it every step of the way. So, that goes first.

But second, I think two things. One, while I think it's great to have this umbrella of services and multiple partners and diversity in those partners, it's also going to be very key to coordinate that internally and also to have a very clear message and understanding externally, right. So, one of the questions I posed during the briefings is how are we staffing ourselves internally at CTA to have a director or manager or team that is in charge and owns this baby and it's

their baby and they fight for it?

And two, externally, how are we communicating to riders particularly about all of this? Who is who? Who is doing what? Where they're doing this? What's the map of services? So, when somebody walks into a train or bus and seems someone with certain uniform, they know exactly or they know this is what they're doing.

So interested both in the internal side of this and externally also. How are we communicating? And even, how are we presenting this, once it's all ready, to the world, to the Chicago community to get also some accountability, external accountability from our partners?

MS. POPPE: Yeah. I'll take the marketing piece and branding. So, we are going to brand all of the safe ride specialists very specifically so they are visible on the system, and we are working through a broader marketing and branding campaign where it is very clear who these individuals are, what is our goal of the work.

And so I plan to come back next month with a broader -- sort of that full branding and marketing picture because we will then shortly

thereafter the September board meeting be having these individuals on the system. So, we'll come back with that sort of broader marketing and engagement strategy and show the sort of full picture of how we're going to think about leveraging all the different assets that we have to promote this.

MS. LEERHSEN: Yeah. Just piggybacking off of branding component, we were intentional about having a unified look to it to this point about a lot of activity on the system from different agencies creating a lot of opportunity, and it's an exciting thing to have that and certainly meeting the diversity of needs on our system, but we were very intentional about the color of the vests they're going to wear, the name of the program being one name for that reason, so that people understand these are all entities under the umbrella of CTA stepping up in this way for riders and for our employees.

And definitely hear everyone's comments around kind of recognizing the complexity here and the newness of this to our agency. I will say staff that Molly has named and everyone, this has

been -- we've been working on this for a while, right, for over a year thinking this through directly from my office with direction of leadership coming from there.

So, we're ready to launch this, but all of this feedback is absolutely -- we're hearing you about the public understanding the work, how it's coordinated within each other, and what the outputs are going to be. So, we wanted to be respectful of this board approval process in terms of not getting ahead of that, but we have all of that thought out, and the launching.

And frankly, I'm going to talk about -- this is my remarks. This is an incredibly historic moment for CTA to be launching these programs on top of following months of notable increases in law enforcement. What you're seeing here is something never before seen in terms of resources on CTA and that's coming from the tireless work of people doing things that are frankly not in their job description to this point, right, that are not generally things that we take on, but we have. And we're going to launch that and we're ready to continue to talk

about how that's going to look to the public in an understandable cohesive way.

DIRECTOR REQUEJO: Great. Thank you.

SECRETARY GREENLEE: Director Ortiz?

DIRECTOR ORTIZ: Yes. Everything that's been said. It's so exciting to see this finally sort of -- all the bits and pieces that have been happening across all this time, to see that up and running now, ready to go. So, thank you. I know it hasn't been easy. I know there's been a lot of people behind it. So, just really appreciative of all the effort that has gone in there. I'm excited to see the results. I'm excited to see the impact of this work. And yeah, happy to continue to improve it as we go along. Thank you.

SECRETARY GREENLEE: Chairman Barclay?

CHAIRMAN BARCLAY: I would echo everything that has been said. The one other program, Nora, that we've talked about is the mid-ride cleaning program. I would love to see a group of cleaners on the trains that are also engaged before the trains get back to the stations, to the terminals, that there's cleaning going on midway through the ride. So, that's

another one that I look forward to hearing more about eventually.

SECRETARY GREENLEE: Director Eaddy?

DIRECTOR EADDY: The wraparound services, can you kind of enlarge on that?

MS. POPPE: Yeah. So, for Housing Forward specifically, the wraparound services are some of the mental healthcare and counseling care that will be provided by NAMI and Thrive. And then Loyola Street Medicine will provide medical care, very similar to what you heard from the DFSS partnership and the nurse being able to provide some of that basic medical care. And then Live4Lali promotes harm reduction and substance use recovery, so they will support individuals with substance use disorders and helping them to get the resources that they need.

But what's really special about the Housing Forward program is that we're also having the six dedicated shelter beds. So, the wraparound services are both the outreach on the -- building on the outreach on the system to connect to counseling services/medical care, but then also giving those individuals a place to

sleep, a safe place to sleep that is right off the pilot zone. It's right off the Oak Park Green Line station. So, there will be direct access to a shelter bed that's just a couple blocks away.

DIRECTOR EADDY: Yeah. So, is there a cutoff time in terms of time of services that's being provided to these individuals?

MS. POPPE: Yeah. So, the shelter location has an in time of 11:00 p.m. So, everyone has to be in by 11:00 p.m. and then they're out by like 8:00 or 9:00 a.m. So, there is a time frame that they do need to be into the shelter location and that is partly how we structured the outreach time to start at 6:00 p.m. and move through until about 1:00 a.m. so that we can connect people to the shelters and they can be in before the shelter closes for the night or -- it doesn't close, but no one can come in. And then, you know, having some additional services then later in the evening in case for individuals that we were not able to connect with.

So, that's how we sort of structured the timing here to make sure that there was seamless access, because engaging with someone at 8:00 in

the morning and if they can't really go into the shelter until later in the evening, it's harder to do, right, to transfer them and so we're trying to time this accordingly.

DIRECTOR EADDY: Thank you.

MS. POPPE: Yeah.

SECRETARY GREENLEE: Director Diego-Johnson?

DIRECTOR DIEGO-JOHNSON: Just for all the ordinances and initiatives that we are approving today, just kind of wanted to highlight that these are the alternatives to non-policing in addition to all the security that has been increased in the CTA. So, there's been a lot of hard work and I'm really glad to be a part of some of this, but I know that a lot has been done before me, right.

So, as a social worker, I'm just really glad that Housing Forward and all the other agencies that we're partnering with, that they're also mindful and that CTA is also mindful of having actual licensed providers on each shift so that the safe ride specialists also can get guidance on what to do if there are situations

that might arise that are beyond their scope. So, just wanted to make those comments.

MS. POPPE: Yeah. Thank you, Director Diego-Johnson.

SECRETARY GREENLEE: Director Jakes, there are no further questions or comments on Ordinance 8.

DIRECTOR JAKES: May I now have leave to place this item on the omnibus for board approval?

DIRECTOR REQUEJO: So moved.

DIRECTOR JHA: Second.

SECRETARY GREENLEE: It's been moved by Director Requejo, seconded by Director Jha that this ordinance be placed on the omnibus for board approval. We'll take a roll call vote. Director Jha?

DIRECTOR JHA: Yes.

SECRETARY GREENLEE: Director Requejo?

DIRECTOR REQUEJO: Yes.

SECRETARY GREENLEE: Director Ortiz?

DIRECTOR ORTIZ: Yes.

SECRETARY GREENLEE: Chairman Barclay?

CHAIRMAN BARCLAY: Yes.

SECRETARY GREENLEE: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY GREENLEE: Director Eaddy?

DIRECTOR EADDY: Yes.

SECRETARY GREENLEE: Director Diego-Johnson?

DIRECTOR DIEGO-JOHNSON: Yes.

SECRETARY GREENLEE: The motion passes.

DIRECTOR JAKES: Agenda Item 9 is the review of an ordinance authorizing a pilot program agreement with Healthcare Alternative Systems for a crisis intervention safe ride specialist pilot. Molly?

MS. POPPE: Great. Staff is seeking approval for an ordinance authorizing a one-year pilot with Healthcare Alternative Systems, or HAS, for the safe ride specialist program for a total stipend value of up to $545,982.

HAS will provide outreach services Monday through Friday, 9:00 a.m. to 5:00 p.m., on the Blue Line O'Hare branch from Logan Square to Jefferson Park. HAS will staff the pilot zone with (2) two to three-person teams specializing in mental health and substance use disorder, as well as a bilingual outreach worker each shift. HAS

will provide warm handoffs to their living room, which is a crisis center near the Belmont Blue Line station for riders who need a safe space to achieve further stability and additional services.

With the approval of this ordinance, staff will proceed to execute the pilot agreement and plan for mobilizing the safe ride specialists. And for Healthcare Alternative Systems, I do want to recognize Phoebe Kaufman from HAS is here and she has been a great partner throughout this entire process. With that, I'm happy to take any questions on HAS.

DIRECTOR JAKES: Thank you. No questions, Molly.

SECRETARY GREENLEE: Director Jha?

DIRECTOR JHA: I don't have a question specific to this one, but I'm just curious, are there mechanisms in place today where CTA employees have a direct way of reporting when -- like, for example, throughout the city in bus stops you see people -- the bus stop is a shelter. Sometimes it's inside a train and sometimes inside a bus, sometimes it's outside. What is currently in place today where let's say a

bus driver sees somebody get on a bus that needs support -- is there a way for the personnel to -- like instead of a pull, it's a push notification sort of thing? Like, can you talk a little bit about what exists today?

MS. POPPE: Yeah. So, a lot of this would involve either engaging with control center. There's also processes to engage through 311 specifically for individuals who are sheltering in a bus shelter. One of the things specific for the safe ride specialist program that we are working on is to ensure that there is more proactive engagement and that safe ride specialists are talking to operators, understanding what are the challenges they're seeing, and there's a direct resource that then can go address it so it doesn't sort of flow through up to control center and then back down to whoever the outreach specialist is. It's trying to say there's a safe ride specialist located in your zone. They're going to directly connect with operators and frontline staff and then go to that outreach directly.

But I do recognize that as we continue to move forward we do need to think through a sort

of solution that is centralized that allows for that direct reporting that then can be sent out as we continue to expand the program. So, I would say that within the pilot zone there is that direct engagement that we'll have with the safe ride specialists and then there's also processes in place through control center where that information is filtered up, reported.

MS. LEERHSEN: Yeah. And I would just say, I think reports of sheltering in bus stops come in through various avenues currently, through the public, through employees, through security personnel. The complexity of that issue is not as much seen as not being reported but it being resolved, right, through working with Chicago Department of Transportation who are responsible for our bus stops, and that's who we then report it to and work with various outreach or other law enforcement to address it. So, I would say that the reports come through, but the complexity is a lot of the resources to address it, which is a lot of what the spirit behind adding resources on CTA for outreach and support to address those issues.

DIRECTOR JHA: Okay. I guess my

question more was does mechanisms exist currently where, voluntarily, if a bus driver sees something and reports, that might be voluntary reporting this versus we training in terms of like being specific as part of your role is what you're seeing within your area, when you see something that part of your job description is that you're reporting those?

And I guess I'm just asking like if existing mechanisms are there or we do actively and track how many of them -- it might be the same stop gets three days in a row the same report and, you know, if there is no resolution then you're not going to report that. So, I'm just curious what exists today outside of this pilot that we can do?

That seems like a low hanging fruit, which I say low hanging fruit but maybe it's not, right, but is there targeted intentional training and guidance provided to the staff in terms of what is expected when you see something, say something?

MS. LEERHSEN: Yeah. Currently it exists through the control center reports as well

as reports to manager, but this comes up and we hear usually from our union, our employees about this can be an area to improve to make sure we're better aware of the reports that are coming through, and then employees feel like they're responded to in a way that is meaningful and inspires further reporting. So, it's absolutely something we'll continue to stay focused on.

DIRECTOR JHA: Yeah. And then the last thing I would say is again going back to a lot of efforts, right. I think it's important to then -- what is the measure of success and I think that needs to definitely be part of the measure of success in terms of like when you come back a year later and say, like, this was a successful program, let's think through the KPIs of what you will produce as part of we received this many outreach and these were the areas that -- so I think that just having those numbers and repeat instances when we're getting stuff like that, I think that needs to be top of mind and not something that like is an afterthought. Because it needs to -- like the entire initiative needs to tie together versus like reporting on a one-on-one

basis. I guess that's my request.

MS. POPPE: Yeah. Our plan is to come back on a quarterly basis and report on various KPI's across, you know, engagements, across -- if we're seeing reductions in operational delays, if we're seeing reductions in law enforcement engagement. We have about eight to nine different KPIs with various measures tied to them, including employee satisfaction/rider satisfaction, and we're creating a dashboard that would also be available publicly that would capture all of this, and when we would come back on a quarterly basis to talk about that report numbers. So, definitely agree with you.

DIRECTOR JHA: Thanks.

MS. POPPE: Yeah.

SECRETARY GREENLEE: Director Requejo?

DIRECTOR REQUEJO: Same. Congratulations, and the same concern about integration of this service in particular because now we're talking people who are having a crisis and they're putting themselves sometimes at risk and putting others at risk. So, this is a very, as you know, delicate and important thing. And to

me, our workers and our riders need to be fully informed about how this works, and especially our workers about protocols, dos and don'ts, what to do, what not to do to make this successful.

And so I encourage you all, before this becomes -- before they run, every single person in CTA should know how this works, where it works, where it doesn't, and to make sure that this is successful because the last thing we want to do is this starts and some crisis happens and one of our workers doesn't know that this is actually a program and how it works.

So, doubling down on internal, and internal communication is very important, and definitely also for our riders to know too because one thing that may get lost in the shuffle here, because there's so much going on, is that these pilots are very specific to certain stations and only those stations in those areas, right. So, to double down and like, for instance, this one I think it's --

MS. POPPE: Jefferson Park to Logan Square.

DIRECTOR REQUEJO: Exactly. Just Blue

Line, Jefferson Park, that's it, right, and that's where that pilot is. That mapping is going to be very important too to make sure that we don't create expectations out there. So, communication -- internal communications with management has increased so far, but I would love to see more.

MS. POPPE: Yeah.

DIRECTOR ORTIZ: I will share everything that has been shared before. Thank you again. Again, really excited about all of the collaboration that this encompasses. So, thank you to everyone that's making it happen.

SECRETARY GREENLEE: Chairman Barclay?

CHAIRMAN BARCLAY: No questions.

SECRETARY GREENLEE: Director Eaddy?

DIRECTOR EADDY: No questions.

SECRETARY GREENLEE: Director Diego-Johnson?

DIRECTOR DIEGO-JOHNSON: No questions. Just thank you to Healthcare Alternative Systems. It's a lot of work also to be able to be selected, so thank you.

SECRETARY GREENLEE: Director Jakes,

there are no further comments or questions.

DIRECTOR JAKES: May I now have leave to place this item on the omnibus for board approval?

DIRECTOR REQUEJO: So moved.

DIRECTOR JHA: Second.

SECRETARY GREENLEE: It's been moved by Director Requejo, seconded by Director Jha. We'll take a roll call vote. Director Jha?

DIRECTOR JHA: Yes.

SECRETARY GREENLEE: Director Requejo?

DIRECTOR REQUEJO: Yes.

SECRETARY GREENLEE: Director Ortiz?

DIRECTOR ORTIZ: Yes.

SECRETARY GREENLEE: Chairman Barclay?

CHAIRMAN BARCLAY: Yes.

SECRETARY GREENLEE: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY GREENLEE: Director Eaddy?

DIRECTOR EADDY: Yes.

SECRETARY GREENLEE: Director Diego-Johnson?

DIRECTOR DIEGO-JOHNSON: Yes.

SECRETARY GREENLEE: The motion passes.

DIRECTOR JAKES: Our next agenda item is

review of an ordinance authorizing a pilot program agreement with Street Samaritans for crisis innovation safe ride specialist pilot. Molly?

MS. POPPE: Staff is seeking approval for an ordinance authorizing a one-year pilot with Street Samaritans for the safe ride specialist program for a total stipend value of up to $1,285,081.

Street Samaritans will deploy (2) three-person crisis intervention teams on the Blue Line Forest Park branch from Austin to Forest Park terminal Monday through Friday, 6:00 a.m. to 2:00 p.m. They will have an emphasis on providing mental health and telepsychiatry services to riders. Each team will include one licensed mental health clinician as well as two crisis intervention specialists who are trained in trauma informed care and crisis de-escalation.

Street Samaritans will leverage a partnership with Woven Clinic, a telepsychiatry partner, the Institute of Healthcare Delivery and Design, which is reporting and data infrastructure partner, and lastly, Miles Square Health Center, which is part of the UI health system, which is a

substance use disorder treatment partner who will serve both as a referral for individuals requiring substance use disorder and behavioral health follow up needs.

I do want to recognize that Oscar Martinez is here, the Executive Director from Street Samaritans, and Street Samaritans has been a wonderful partner throughout this process. With the approval of this ordinance, staff will proceed to execute the pilot agreement and plans for mobilizing the safe ride specialists. Thank you and I'm happy to take any questions on this matter.

DIRECTOR JAKES: If there's a need for more, is that built into that number?

MS. POPPE: Yeah. So, this is an up to amount and so we are, I would say, being aggressive with the funding here. And so, yes, there is opportunities that we will be able to scale in and fund the program if there is additional need.

DIRECTOR JAKES: Thank you.

MS. LEERHSEN: And I would just add on the more question, across all of these resources,

it's an opportunity to flag here, we're in the midst of this transition to NITA reports, right? So all of this work is going to inform conversations now with NITA around the design of their transit ambassador program and all of those resources. So, this is going to be incredibly valuable work to inform those discussions and inform those decisions around the scale of resources across our whole system.

SECRETARY GREENLEE: Director Jha?

DIRECTOR JHA: My question -- I think we're on number 10 right now, right?

MS. POPPE: Yes.

DIRECTOR JHA: Yeah. Do you guys have a figure between 7 to 11 what is the total expected spending as part of all of this because they're all a part of the same program?

MS. POPPE: Yes, so the total --

DIRECTOR JHA: And how is this being -- like what is the source of funding for that?

MS. POPPE: Sorry. The total spend is $9,600,000 across all four pilots. We anticipate spending roughly $3,100,000.00 in 2026 and that funding is coming from our operating

budget. As this board may recall, you all advocated for additional funding for alternative response. We have about total of $12,000,000.00 sort of budgeted for alternative response in 2026 and so this is a portion of that alternative response sort of overall funding. Like I said, about $3,100,000.00 will be expended this year for the safe ride specialist pilot.

Additionally, we did get some funding from the NITA legislation, and so when NITA came through and RTA passed a supplemental 2026 budget, we also got additional funding for alternative response, another about $2,000,000. So, that's where all of this funding is coming from is that budget that was advocated for by the board and we anticipate taking up about $3,100,000.00 of that.

DIRECTOR JHA: Okay. Thank you.

SECRETARY GREENLEE: Director Requejo?

DIRECTOR REQUEJO: No questions.

SECRETARY GREENLEE: Director Ortiz?

DIRECTOR ORTIZ: No questions. Thank you.

SECRETARY GREENLEE: Chairman Barclay?

CHAIRMAN BARCLAY: No questions.

SECRETARY GREENLEE: Director Eaddy?

DIRECTOR EADDY: Yeah. What struck me, and you explained it to me yesterday, but I think it might be good for the general public to hear, what does the tele-psychiatrist services represent and how does that get played out in this kind of public setting?

MS. POPPE: Yeah. So, Street Samaritans is leveraging a model that is very similar to the street psychiatry work that the Chicago Department of Public Health is using, which is a really robust set of care that can happen around mental health support and mental health crises, and what we have found with this model that we are testing out is mental health clinicians can do a level of treatment, but telepsychiatry and the psychiatry services that we're offering with Woven and then Miles Square can go above and beyond that. It can be medical treatment. It can be more continuous care.

And so what we're testing out with Street Samaritans is the ability to leverage this telepsychiatry partner through -- there's a mobile stabilization van that Street Samaritans will have

that individuals can access the van, which will be located at Forest Park. We're also looking for other brick and mortar locations near Forest Park for the telepsychiatry services to be accessed.

And, you know, what we anticipate is the first engagement with someone, they're not going to take the telepsychiatry service. It will take multiple engagements for us to get there. But what we know is by having this very robust partner, we anticipate we'll be able to continue -- have more continuous care with them, and potentially providing that services, it can also help to have individuals participate more in the care because the are getting more of the mental health support that they may need, including medication.

DIRECTOR EADDY: So, how long are we prepared to, in so many words, walk with these individuals?

MS. POPPE: You know, I think that every organization that we've talked to, they will talk to individuals a thousand times, if needed. It is not going to be a situation where we engage twice and we don't come back. They will obviously

manage -- if someone clearly doesn't want to be engaged with, they are trained and understand how to manage that, but what we know is that persistence is key and continuing to show up is key, and then when someone is ready to accept the resources, having those resources readily available and close is also very key.

And so that's why as you hear about all of these locations with the living room near the Belmont Blue Line, the emergency shelter near the Oak Park Green Line, the mobile stabilization unit at Forest Park, having that close will also then help us when an individual is ready for their care.

DIRECTOR EADDY: Thank you.

MS. POPPE: Yeah.

SECRETARY GREENLEE: Director Diego-Johnson?

DIRECTOR DIEGO-JOHNSON: No questions. Just thank you Street Samaritans.

SECRETARY GREENLEE: Director Jakes, there are no further questions or comments.

DIRECTOR JAKES: May I now have leave to place this item on omnibus for board approval?

DIRECTOR REQUEJO: So moved.
DIRECTOR JHA: Second.
SECRETARY GREENLEE: It's been moved by Director Requejo, seconded by Director Jha that this item be placed on the omnibus for board approval. We'll take a roll call vote. Director Jha?
DIRECTOR JHA: Yes.
SECRETARY GREENLEE: Director Requejo?
DIRECTOR REQUEJO: Yes.
SECRETARY GREENLEE: Director Ortiz?
DIRECTOR ORTIZ: Yes.
SECRETARY GREENLEE: Chairman Barclay?
CHAIRMAN BARCLAY: Yes.
SECRETARY GREENLEE: Director Jakes?
DIRECTOR JAKES: Yes.
SECRETARY GREENLEE: Director Eaddy?
DIRECTOR EADDY: Yes.
SECRETARY GREENLEE: Director Diego-Johnson?
DIRECTOR DIEGO-JOHNSON: Yes.
SECRETARY GREENLEE: The motion passes. Director Jakes, you may now proceed to agenda item number 11.

DIRECTOR JAKES: Eleven is the review of an ordinance authorizing a pilot program agreement with Metropolitan Family Services for a community violence intervention safe ride specialist. Molly Poppe and Officer Joe Bird?

MS. POPPE: Yeah. I'm going to turn it over to Joe.

OFFICER BIRD: Good afternoon. We're looking for -- the staff is seeking approval for an ordinance authorizing a one-year pilot with Metropolitan Police Initiatives, which is a division of Metropolitan Family Services, for the safe ride specialist program for a total stipend value up to $6,679,087.

Metropolitan Police Initiatives will deploy approximately 20 community violence intervention specialists on the Red Line downtown between Roosevelt and Lake Station. They'll operate seven days a week. They'll operate on two shifts. The first shift will be from noon to 8:00 p.m. The second shift will be from 7:00 p.m. to 3:30 a.m.

The outreach workers will engage proactively with the youth, the young adults, and engage in disruptive behaviors and serve as a

positive presence building a rapport and trust on the system, as well as providing connections to services with community resources.

MS. POPPE: And then I do want to recognize we have Brian here from Metropolitan Peace Initiatives. He's the Executive Director. And we have Joe's team and the entire team at CTA have been working hand-in-glove with MPI to develop this program and especially develop the training initiatives around this because this is going to be critical that we are working together to understand how we are engaging and especially how we will also engage with law enforcement around this issue.

So, with approval of this ordinance, staff will proceed to execute this pilot agreement and mobilizing the safe ride specialists. And with that, Joe and I are happy to take any questions.

DIRECTOR JAKES: I have no questions, Molly and Joe. Thank you.

SECRETARY GREENLEE: Director Jha?

DIRECTOR JHA: I'm good. Thank you.

SECRETARY GREENLEE: Director Requejo?

DIRECTOR REQUEJO: Yes. So, this is the largest of the budgets for this, and this is what I look at as a possible signature program for CTA and I'm so proud that we're doing this alternative program at $6,700,000.00. I'm also curious as to a few of the potential situations that could happen. So, one question I had, is this is going to be limited to a number of stations? And are the workers going to be in the station platform area only or would they do into the train car if necessary?

OFFICER BIRD: The plan is both. They would be working in the station and riding the trains in the service area of the pilot program.

DIRECTOR REQUEJO: Okay. And I'm asking this question because I've seen many potential situations that could happen and it's different when this happens out there in the open versus in a confined space and there would be people in the car our riders would be present to.

And so, I'm curious also about what the training is going to be and how do we make sure that when people see these workers -- and I have worked with Metropolitan Family Services for many

decades. I have no concerns on the quality of the agency, but I do have concerns, this being a new program, right, and all the potential ramifications and unexpected things that could happen in a small car or in a station when you have so many people trying to find peace, right.

So, I'm curious as to what the training is going to look like and particularly again the internal coordination with our workers, our staff on this issue.

MS. POPPE: So, one thing that we have started over the last couple of weeks is we have started to work on a whole set of training protocols and training initiatives with MPI that looks at different scenarios that they may encounter and discusses how we will -- or how they will engage with those particular scenarios, and some of them are quality of life concerns like smoking on the system or something like that and what is that sort of proactive engagement that really doesn't necessarily require an escalation, right. We're not seeking to involve law enforcement if the intervention specialist can address it there. But then we've also worked all

the way up to how do we handle larger disruptions and those potentially criminal activities?

So, we're working through that entire sort of protocol, if you will, and how we're going to engage, how MPI is going to engage, what's the reporting requirement up to Joe's team and others in case there is a security concern. But then additionally, we're also working with Training Workforce Development is then how do we start to train our employees to understand what the safe ride specialists are doing, especially these safe ride specialists that are doing the community violence intervention in the loop.

So, we are working through that training protocol and wanting to really co-create it with MPI. We have experience in transit, they have experience in CVI, and so we're trying to make sure that we do create really a co-created training module, if you will, and so that would be something that we're still working to finalize. And then additionally, I'm going to speak for Joe for a second, is that we are having conversations with our law enforcement partners as well. Because it is not just enough to train our

personnel, we have to ensure that the law enforcement and security partners at the stations understand what the safe ride specialists are doing and not to have them engage where they're not needed.

And so, it really is going to be an ongoing coordination that I know Joe has started with law enforcement that we've begun developing those training protocols and those training modules to ensure that there's very clear expectations for every single role and responsibility in the transit system.

DIRECTOR REQUEJO: Okay. And the reason I'm bringing this up, just to be super clear, is we had experiences with the security guards that were completely unacceptable in what they were doing, especially what they were not doing. And so to me, this is in part a response to making sure this never happens again. So, I'm hoping that when we do the trainings we talk about all the things that should not happen again, and all the attitudes and perceptions that the riders should never see in somebody that is supposed to be there to protect and watch is not doing that.

So, I wanted to be clear about this.

And then the other thing I wanted to make sure here is that I truly appreciate the alternative ways of dealing with this is not a police or security guards. I think police has a place and the sheriff has a place. This is important and this should be an important place. And also, I would love to continue exploring with NITA now having our own transit police at CTA in coordination with all of this. All of this is not instead of. It has to be along with any coordination. And with that, congratulations on the pilot.

SECRETARY GREENLEE: Director Ortiz?

DIRECTOR ORTIZ: I'm impressed with the collection of ordinance that we have today. So, thank you. I'm excited to see this happen.

SECRETARY GREENLEE: Chairman Barclay?

CHAIRMAN BARCLAY: No questions.

SECRETARY GREENLEE: Director Eaddy?

DIRECTOR EADDY: Yeah. When I read this, it said engaging in disruptive behaviors. So, I guess -- you know, I know how young people can be, especially in situations like this, and so

I guess my question is, how are these outreach workers prepared -- when do they lateral it to law enforcement, and at what point do they make judgment calls as to not doing so, or -- you know, because sometimes there's always that kind of rush to push these young people into a different kind of situation, and I would be a little concerned about that, that it's not being something they're being overly aggressive about. Can you speak to that?

OFFICER BIRD: Yeah. I would believe that their first goal -- and I don't want to speak for them, but in speaking with them, that it's de-escalation. The goal is to be out there, based on their observations or based on intelligence that they might be receiving, that if they see something brewing, to start de-escalating it and offer resources. It's been very effective in other situations as well. I think when it rises to the level of criminal activity, immediate act of violence, that 911 -- the police should be notified, but not before that. They should work independently.

DIRECTOR EADDY: Yeah, because sometimes

there can be a real rush to kind of escalate it, but you said the key word, de-escalation. So, that's the focus and that's good.

MS. POPPE: And that's the focus too of why we're also talking with law enforcement as well about this program, so that they understand so there isn't -- while, you know, Metropolitan is trained and understands what they're doing, that law enforcement doesn't feel the need to step in, that we are engaging and explaining to them that here is where we expect you to step in, here is where we want you to not step in.

DIRECTOR EADDY: That's right.

MS. POPPE: So, yeah, I think that has been really great with MPI in co-creating this together and this is leveraging that expertise that they have because they have done this outside of CTA in the city of Chicago and in the state, so we're leveraging some of that experience.

DIRECTOR EADDY: Thank you.

MS. POPPE: Yeah.

MS. LEERHSEN: And what I would say too, I think there's so much to talk about today as we're seeing from all the conversation. This is

not our only opportunity for you to learn about and understand the dynamics and the approaches here. So, I think as we move past this one point today, we should think about having comprehensive check-ins where you learn about the dynamics and the engagement and what exactly it looks like in an ongoing way.

DIRECTOR EADDY: Thank you.

SECRETARY GREENLEE: Director Diego-Johnson?

DIRECTOR DIEGO-JOHNSON: No questions. Thank you Metropolitan Family Services.

MS. POPPE: Thank you, Director.

SECRETARY GREENLEE: Director Jakes, there are no further comments or questions.

DIRECTOR JAKES: May I now have leave to place this on the omnibus for board approval?

DIRECTOR REQUEJO: Moved.

DIRECTOR JHA: Second.

SECRETARY GREENLEE: It's been moved by Director Requejo, seconded by Director Jha. We'll take a roll call vote. Director Jha?

DIRECTOR JHA: Yes.

SECRETARY GREENLEE: Director Requejo?

DIRECTOR REQUEJO: Yes.
SECRETARY GREENLEE: Director Ortiz?
DIRECTOR ORTIZ: Yes.
SECRETARY GREENLEE: Chairman Barclay?
CHAIRMAN BARCLAY: Yes.
SECRETARY GREENLEE: Director Jakes?
DIRECTOR JAKES: Yes.
SECRETARY GREENLEE: Director Eaddy?
DIRECTOR EADDY: Yes.
SECRETARY GREENLEE: Director Diego-Johnson?
DIRECTOR DIEGO-JOHNSON: Yes.
SECRETARY GREENLEE: Director Jakes, the motion passes.
DIRECTOR JAKES: Our next order of business today is the review of contract number 81, which is a contract award for transit operations. I have no questions.
SECRETARY GREENLEE: Are there any questions from the other members of the board? Director Jha?
DIRECTOR JHA: No questions.
SECRETARY GREENLEE: Director Requejo?
DIRECTOR REQUEJO: No questions.

SECRETARY GREENLEE: Director Ortiz?
DIRECTOR ORTIZ: None.
SECRETARY GREENLEE: Chairman Barclay?
CHAIRMAN BARCLAY: No questions.
SECRETARY GREENLEE: Director Eaddy?
DIRECTOR EADDY: No questions.
SECRETARY GREENLEE: Director Diego-Johnson?
DIRECTOR DIEGO-JOHNSON: No questions.
SECRETARY GREENLEE: Director Jakes, you may move to contract G1 through G4.
DIRECTOR JAKES: The next order of business is review of contract G1 through G4, which are contract awards for technology. I have no questions.
SECRETARY GREENLEE: Director Jha, any questions?
DIRECTOR JHA: No questions.
SECRETARY GREENLEE: Director Requejo?
DIRECTOR REQUEJO: No questions.
SECRETARY GREENLEE: Director Ortiz?
Director Ortiz, any questions?
DIRECTOR ORTIZ: None.
SECRETARY GREENLEE: Director Eaddy, any

questions?

DIRECTOR EADDY: No, no questions.

SECRETARY GREENLEE: Director Diego-Johnson, any questions?

DIRECTOR DIEGO-JOHNSON: No questions.

DIRECTOR JAKES: Our next order of business is review of contract number I1, contract award for equity and engagement. No questions.

SECRETARY GREENLEE: Director Jha, any questions?

DIRECTOR JHA: No questions.

SECRETARY GREENLEE: Director Requejo?

DIRECTOR REQUEJO: No questions.

SECRETARY GREENLEE: Director Ortiz?

DIRECTOR ORTIZ: No questions.

SECRETARY GREENLEE: Director Eaddy?

DIRECTOR EADDY: No questions.

SECRETARY GREENLEE: Director Diego-Johnson?

DIRECTOR DIEGO-JOHNSON: No questions.

SECRETARY GREENLEE: Director Jakes, you may now proceed to contract -- I believe that's it.

DIRECTOR JAKES: No, that's it. Since

there are no further questions on the contracts, may I have leave now to place the seven contracts on the omnibus?

MS. BAKER: My apologies, we skipped D1

SECRETARY GREENLEE: Thank you. Acting Director Sisavanh.

DIRECTOR JAKES: You said D as in David, 1?

MS. BAKER: Uh-huh, D1.

DIRECTOR JAKES: Okay. Oh, I see it. I see. Okay. And what is that contract, Sisavanh?

MS. BAKER: That is for technical consulting services for the CTA's Open Standard Fare System, OSFS 3.0 upgrade for up to 18 months, change order number two.

DIRECTOR JAKES: Is that what we're getting now? Is that what this is?

SECRETARY GREENLEE: It's not in the script, but it's in the agenda for today.

DIRECTOR JAKES: It was on the agenda for today, correct. All right. Well, I have no questions on it.

SECRETARY GREENLEE: Any other questions from any other members of the board? Director

Jha?

DIRECTOR JHA: No questions.

SECRETARY GREENLEE: Requejo?

DIRECTOR REQUEJO: No questions.

SECRETARY GREENLEE: Ortiz?

DIRECTOR ORTIZ: No.

SECRETARY GREENLEE: Director Barclay?

CHAIRMAN BARCLAY: No.

SECRETARY GREENLEE: Director Eaddy?

DIRECTOR EADDY: No.

SECRETARY GREENLEE: Director Diego-Johnson?

DIRECTOR DIEGO-JOHNSON: No questions.

SECRETARY GREENLEE: Director Jakes, there are no further contracts.

DIRECTOR JAKES: Okay. So now, Sisavanh, is that part of the seven or does that make that eight?

SECRETARY GREENLEE: That's seven.

DIRECTOR JAKES: That is seven. Okay. So, may I now have leave to place the seven contracts on omnibus?

DIRECTOR REQUEJO: So moved.

DIRECTOR JHA: Second.

SECRETARY GREENLEE: It's been moved by Director Requejo, seconded by Director Jha that the board place the seven contracts on the omnibus. We'll take a roll call vote. Director Jha?

DIRECTOR JHA: Yes.

SECRETARY GREENLEE: Director Requejo?

DIRECTOR REQUEJO: Yes.

SECRETARY GREENLEE: Director Ortiz?

DIRECTOR ORTIZ: Yes.

SECRETARY GREENLEE: Chairman Barclay?

CHAIRMAN BARCLAY: Yes.

SECRETARY GREENLEE: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY GREENLEE: Director Eaddy?

DIRECTOR EADDY: Yes.

SECRETARY GREENLEE: Director Diego-Johnson?

DIRECTOR DIEGO-JOHNSON: Yes.

SECRETARY GREENLEE: The motion passes.

DIRECTOR JAKES: Since there's no further business to come before the committee, may I have a motion to approve the omnibus and recommend the omnibus for board approval?

DIRECTOR REQUEJO: So moved.
DIRECTOR JHA: Second.
SECRETARY GREENLEE: It's been moved by Director Requejo, seconded by Director Jha that the board approve the omnibus and recommend the omnibus for board approval. We'll take a roll call vote. Director Jha?
DIRECTOR JHA: Yes.
SECRETARY GREENLEE: Director Requejo?
DIRECTOR REQUEJO: Yes.
SECRETARY GREENLEE: Director Ortiz?
DIRECTOR ORTIZ: Yes.
SECRETARY GREENLEE: Chairman Barclay?
CHAIRMAN BARCLAY: Yes.
SECRETARY GREENLEE: Director Jakes?
DIRECTOR JAKES: Yes.
SECRETARY GREENLEE: Director Eaddy?
DIRECTOR EADDY: Yes.
SECRETARY GREENLEE: Director Diego-Johnson?
DIRECTOR DIEGO-JOHNSON: Yes.
SECRETARY GREENLEE: Director Jakes, the motion passes.
DIRECTOR JAKES: And finally, may I have

a motion to adjourn?

DIRECTOR REQUEJO: So moved.

DIRECTOR JHA: Second.

SECRETARY GREENLEE: It's been moved by Director Requejo, seconded by Director Jha that the Finance, Audit and Budget Committee meeting for August 12th, 2026 be adjourned. We'll take a roll call vote. Director Jha?

DIRECTOR JHA: Yes.

SECRETARY GREENLEE: Director Requejo?

DIRECTOR REQUEJO: Yes.

SECRETARY GREENLEE: Director Ortiz?

DIRECTOR ORTIZ: Yes.

SECRETARY GREENLEE: Chairman Barclay?

CHAIRMAN BARCLAY: Yes.

SECRETARY GREENLEE: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY GREENLEE: Director Eaddy?

DIRECTOR EADDY: Yes.

SECRETARY GREENLEE: Director Diego-Johnson?

DIRECTOR DIEGO-JOHNSON: Yes.

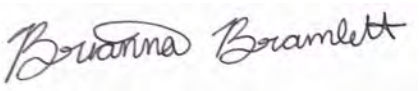
SECRETARY GREENLEE: Director Jakes, the motion passes.

DIRECTOR JAKES: Well, since that motion passed and this is our last meeting as this board, I move that we are gone, done. The meeting is complete. This week is over.

(Off the record at 10:57 a.m.)

CERTIFICATE OF DEPOSITION OFFICER - NOTARY PUBLIC

I, Brianna Bramlett, the officer before whom the foregoing proceedings were taken, do hereby certify that any witness(es) in the foregoing proceedings were fully sworn; that the proceedings were recorded by me and thereafter reduced to typewriting by a qualified transcriptionist; that said digital audio recording of said proceedings are a true and accurate record to the best of my knowledge, skills, and ability; 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.



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BRIANNA BRAMLETT,

NOTARY PUBLIC FOR THE STATE OF ILLINOIS

CERTIFICATE OF TRANSCRIBER

I, Debra McCostlin, do hereby certify that this transcript was prepared from the digital audio recording of the foregoing proceeding; that said transcript is a true and accurate record of the proceedings to the best of my knowledge, skills, and ability; and that I am neither counsel for, related to, nor employed by any of the parties to the case and have no interest, financial or otherwise, in its outcome.



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DEBRA MCCOSTLIN

AUGUST 19, 2026

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