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# Transcript of Board Meeting

**Date:** January 14, 2026

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

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BEFORE THE CHICAGO TRANSIT AUTHORITY BOARD

BOARD MEETING

Chicago, Illinois

Wednesday, January 14, 2026

10:20 a.m.

Job No.: 613722

Pages: 1 - 63

Reported By: Lori L. Thielmann, CSR, RPR

Transcript of Board Meeting  
Conducted on January 14, 2026

1 Board Meeting, held at:

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4 CHICAGO TRANSIT AUTHORITY

5 567 West Lake Street

6 2nd Floor

7 Chicago, Illinois 60661

8 312.681.3137

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12 Before Lori L. Thielmann, Certified Shorthand

13 Reporter in and for the State of Illinois,

14 Registered Professional Reporter.

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A P P E A R A N C E S

BOARD MEMBERS:

LESTER L. BARCLAY, CHAIRMAN

REV. DR. L. BERNARD JAKES, VICE CHAIRMAN

MICHAEL EADDY

ROSA ORTIZ

ROBERTO REQUEJO

NEEMA JHA

ALSO PRESENT:

NORA LEERHSEN, CTA ACTING PRESIDENT

SISAVANH BAKER, DEPUTY GENERAL COUNSEL

GEORGETTE GREENLEE, SECRETARY

Transcript of Board Meeting  
Conducted on January 14, 2026

4

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

2 CHAIRMAN BARCLAY: Good morning. I would  
3 like to call to order the meeting of the Chicago  
4 Transit Board for January 14, 2026.

5 Georgette, please call the roll.

6 MS. GREENLEE: Director Eaddy.

7 DIRECTOR EADDY: Here.

8 MS. GREENLEE: Director Jakes.

9 DIRECTOR JAKES: Here.

10 MS. GREENLEE: Chairman Barclay.

11 CHAIRMAN BARCLAY: Here.

12 MS. GREENLEE: Director Ortiz.

13 DIRECTOR ORTIZ: Here.

14 MS. GREENLEE: Director Requejo.

15 DIRECTOR REQUEJO: Present.

16 MS. GREENLEE: Director Jha.

17 DIRECTOR JHA: Here.

18 MS. GREENLEE: Chairman Barclay, you have  
19 a quorum and you have all board members here in  
20 this room on this day, the very first meeting of  
21 the new year. I'm so excited about that. I  
22 really am.

23 CHAIRMAN BARCLAY: Thank you. Our next  
24 order of business is public comments.

1           Georgette.

2           MS. GREENLEE: Chairman Barclay, we have  
3 five registered public comments for today. And  
4 I'd like to recognize first our public comment  
5 that is holding on the line which are students  
6 from Curie High School and, Theta, if you could  
7 please allow them to speak or be heard. The  
8 students who will be speaking from Curie High  
9 School are Sophia Aguirre, Lizette Palitenchi  
10 (phonetic), and Mia Gomez, and they have been  
11 stewarded by their teacher, their dance teacher,  
12 Melinda Wilson.

13           I just want to ask if you all can hear me.

14           STUDENTS: Yes.

15           MS. GREENLEE: Okay, welcome to the  
16 Chicago Transit Authority board meeting. You will  
17 have three minutes in total to speak which is what  
18 we told you and your time starts now.

19           STUDENTS: Hi, my name is Sophia Rose  
20 Aguirre.

21           Hi, my name is Mia Gomez.

22           Hi, my name is Lizette Palitenchi.

23           And we are from Curie High School and the  
24 dance department with Ms. Wilson.

1           We created an advocacy project regarding  
2 relationship violence. We're trying to create  
3 awareness around relationship violence. We are  
4 doing a call to action with a hotline where people  
5 can call to receive help. Many people experience  
6 different types of violence and don't know where  
7 to go or ask for help. CTA is so important.  
8 That's our main transportation in Chicago. Not  
9 only students but adults and families too. It's  
10 an important part of our community. We ride the  
11 CTA every day and we take field trips on the CTA.  
12 We're trying to create advocacy poster regarding  
13 relationship violence with a call to help so  
14 people can get help.

15           We are asking the CTA to view and  
16 hopefully consider our posters once completed. It  
17 is our goal to inform everyone that relationship  
18 violence can be stopped. We hope by putting  
19 posters on the CTA spreads awareness about  
20 relationship violence.

21           Thank you so much for your time and  
22 consideration.

23           MS. GREENLEE: Thank you very much for  
24 your public comments. Our next --

Transcript of Board Meeting  
Conducted on January 14, 2026

7

1           DIRECTOR JAKES: I'm sorry. Before we  
2 move on, are they still on? Can you hear?

3           STUDENTS: Yes.

4           DIRECTOR JAKES: Georgette, Mr. Chairman,  
5 and Madam President, if you don't mind, I would  
6 like to get their information. I'm a graduate of  
7 Curie and so I want to be able to work with them  
8 on this.

9           PRESIDENT LEERHSEN: Absolutely --

10          DIRECTOR JAKES: And Curie class of...

11          MS. GREENLEE: We have their information.  
12 We will give it to you.

13          STUDENTS: We can share the teachers  
14 information too if you want.

15          MS. GREENLEE: We have -- Director Jakes,  
16 we do have their school information and their  
17 teacher's phone number and e-mail address and we  
18 will share that with you so that you can reach out  
19 and be in touch with the students.

20          DIRECTOR JAKES: Thank you.

21          PRESIDENT LEERHSEN: And I'd like to --  
22 Kim Robinson on our staff who works with high  
23 schoolers across the city throughout the year who  
24 will connect with the team and hear more about

Transcript of Board Meeting  
Conducted on January 14, 2026

8

1 their posters and update --

2 DIRECTOR JAKES: And who was that. Madam  
3 President?

4 PRESIDENT LEERHSEN: Kim Robinson, our  
5 vice president of training and workforce  
6 development that runs the Chicago program.

7 MS. GREENLEE: That's a great idea.

8 STUDENTS: Thank you. Thank you so much.  
9 Thank you so much.

10 MS. GREENLEE: Thank you so much.

11 Our next speaker is Steven Fisher.

12 MR. FISHER: Can I stand right here?

13 MS. GREENLEE: No, sir. If you can please  
14 come forward and sit in the brown chair that's  
15 right in front of that little round disk on the  
16 table, that would be great. Welcome. You have  
17 three minutes to speak and your time starts now.

18 MR. FISHER: My wife is actually a  
19 graduate at Curie High School.

20 DIRECTOR JAKES: Class of?

21 MR. FISHER: I can't remember. I'm  
22 retired from CTA after 34 and a half years. I'm  
23 proud to say that. At the same time, I'm not  
24 proud to say that I have approached people on the

Transcript of Board Meeting  
Conducted on January 14, 2026

9

1 Orange Line about the reliability of the service,  
2 the amount of times in between trains.

3 I've gotten every excuse under the sun. I  
4 don't want to go to the press. I don't want to  
5 rely on an alderman or alder people. I figured  
6 coming here to ask to help to get the service  
7 straightened out.

8 I talked to manager after manager after  
9 manager there and the service still continues to  
10 be terrible. My wife stood on the platform at  
11 Clark at Lake for 28 minutes on Monday. I also  
12 heard this morning that there was a couple  
13 supervisors on the platform and I heard them say  
14 that the lack of people showing up to work on  
15 Monday was a direct result on four supervisors  
16 getting called in to pilot trains.

17 I understand how this company works. I  
18 get it. I've been here. I was here a long time  
19 as a foreman, a leader. You name it, I've done it  
20 in this company. Ordered millions of dollars of  
21 equipment and material. It shouldn't be that hard  
22 to figure out how to get a reliable service on  
23 that Orange Line. You service multiple high  
24 schools, multiple colleges, people going to and

1 from work, not to mention the people going to and  
2 from the airport. This wouldn't happen on the  
3 Blue Line, I guarantee it because people would be  
4 screaming about it.

5           There's just no reliability on the Orange  
6 Line at all. If somebody really stood out there  
7 and watched the time intervals between trains, you  
8 would be appalled. I'm just -- I'm asking this  
9 board to look into it and help. I'm actually  
10 president of the Vittum Park Civic League. I've  
11 got a woman in my meetings that's blind. She  
12 wanted to call the ADA, I asked her not to. I  
13 said let me go to the board meeting and let me  
14 talk and see what I can do.

15           Very familiar with the ADA. We installed  
16 all the Braille signs throughout this whole  
17 system. Elevators, escalators, you name it. We  
18 found stuff that the CTA didn't even know they  
19 had. So I understand how the ADA works. We work  
20 with the ADA on that so. She told me she'd wait  
21 until I came back with some kind of an answer, but  
22 I'm hoping that the board can look into the  
23 reliability of the Orange Line. If it's  
24 understaffed, let's get it staffed.

Transcript of Board Meeting  
Conducted on January 14, 2026

11

1 MS. GREENLEE: 15 seconds.

2 MR. FISHER: So thank you for your time.

3 PRESIDENT LEERHSEN: Thank you,  
4 Mr. Fisher. Thank you for your decades with CTA  
5 service. I appreciate you coming here and sharing  
6 your experience.

7 Our chief transit officer Donald Bonds is  
8 here in the room and so I'm going to connect you  
9 with him today and we'll hear more about your  
10 experience and share with the board what we come  
11 up with and what we've learned.

12 MR. FISHER: Thank you.

13 MS. GREENLEE: Our next public comment is  
14 going to be given Patricia Fuente.

15 Good morning. Happy new year.

16 MS. FUENTE: Good morning. Happy new year  
17 to everybody.

18 MS. GREENLEE: You have three minutes.

19 MS. FUENTE: My concern is buses, CTA  
20 buses. Handicapped. When there's more than three  
21 handicaps, the bus drivers panic. They don't know  
22 what to do. I've stayed there on the bus more  
23 than half an hour, 40 minutes because the bus or  
24 the handicap person refused him -- refused to

1 drive and the handicappers refuse to get out of  
2 the bus. I feel there should be more training  
3 regarding handicapped cars on the train.

4 Okay. The other thing is Midway terminal.  
5 I agree with him a lot. He said everything that I  
6 needed to say. But at the same time, there's a  
7 lot of garbage in the Midway, today, yesterday,  
8 every day I see. They were supposed to clean the  
9 railroads. There's a lot of garbage on the other  
10 side.

11 They -- I don't know if they pick up the  
12 garbage and they throw it on the side of the  
13 railroad or they throw it underneath where all the  
14 space is that and they throw all the garbage over  
15 there.

16 I spoke with one of your employees and  
17 this is what he stated. We already caught two of  
18 them that are doing that, but they keep on doing  
19 it. Why? Okay. That's the Midway. Our people  
20 from outsiders, they come and the first thing that  
21 they see is all that garbage.

22 What's the purpose of the cameras? What's  
23 the purpose of the cameras? If the cameras are  
24 there, they are seeing what the employees are

Transcript of Board Meeting  
Conducted on January 14, 2026

13

1 doing. How can -- how can -- how can it keep on  
2 happening? Yesterday, a bunch of garbage.

3 But that's it. Thank you very much.  
4 Happy new year. Excellent job. Yay. The  
5 visitors, they love it. They say that Chicago  
6 looks beautiful and it looks cleaner than New York  
7 and any other country -- city. Thank you very  
8 much. God bless.

9 PRESIDENT LEERHSEN: Thank you,  
10 Ms. Fuente. I know you've been in communication  
11 with members of our team and we'll continue to  
12 reach out to connect on those issues.

13 MS. FUENTE: Thank you and go Bears.

14 MS. GREENLEE: Our next public speaker is  
15 Ross Floyd.

16 MR. FLOYD: Good morning.

17 MS. GREENLEE: Good morning.

18 MR. FLOYD: My name is Ross Floyd and I'm  
19 with Jobs to Move America. We're a policy and  
20 organizing nonprofit focused on community benefits  
21 and quality jobs through public spending.

22 We work closely with public agencies,  
23 unions, and community organizations to make sure  
24 public dollars maximize benefits to local

1 communities and for years, Chicago and CTA in  
2 particular have been leaders in advancing high  
3 road manufacturing policy by leveraging the city's  
4 purchasing power to devise local quality jobs and  
5 promote diversity and equity among manufacturers  
6 and suppliers.

7 CTA specifically has worked with  
8 organizations like Jobs to Move America and our  
9 coalition partners and using a tool called the US  
10 employment plan. This USEP asks companies to make  
11 commitments on jobs and wages in their bids for  
12 large scale rolling stock contracts.

13 We applaud CTA's past, present, and  
14 continued use of pro worker, pro community  
15 procurement policy. It's a tangible way for the  
16 agency to put its money where its mouth is and  
17 stand up for workers in the community and we truly  
18 appreciate CTA's shared commitment to standing up  
19 for Chicago workers and communities especially in  
20 these times.

21 However, as you know, a company's  
22 commitments are only as good as the accountability  
23 and reporting use to enforce the commitments.  
24 Throughout this past year, JMA and our partners

1 have brought concerns to CTA staff and leadership  
2 about the reporting practices of companies awarded  
3 contracts by CTA regarding their jobs and wages.

4 As it stands, there are major gaps in  
5 company's required reporting on US employment plan  
6 commitments leaving Chicago's workers and  
7 communities in the dark about the number and  
8 quality of jobs that are created from past  
9 investments of public funds.

10 Our concerns about this lack of reporting  
11 are shared by our Polish partners, including the  
12 Chicago Federation of Labor, Sheet Metal Workers  
13 Local 73, Working Family Solidarity, Black Workers  
14 Matter, West Side Workers United, and Get to Work.

15 Coalition partners and us submitted a  
16 written comment to this board in December  
17 addressing this same issue. Last April we first  
18 raised concerns about the specific contracts and  
19 commitments that are missing in current reporting  
20 with staff. We have since had a number of  
21 productive meetings with CTA to address these  
22 concerns and we've really appreciated the time and  
23 effort put in by CTA staff charged with collecting  
24 this reporting information. They've been truly

1 helpful.

2 We know it's not easy; however, as of now,  
3 the issues with major gaps in reporting on job and  
4 wage commitments have still not been resolved.  
5 And due to this lack of progress on reporting  
6 since our first meeting with CTA staff more than  
7 nine months ago, we wanted to use this opportunity  
8 to bring this issue directly to the board and  
9 acting President Leerhsen.

10 We would like the opportunity to continue  
11 to talk with this board's leadership and acting  
12 President Leerhsen to resolve this issue as  
13 quickly as possible and ensure Chicago's workers  
14 and communities are receiving the full share of  
15 what they were promised.

16 Thank you very much.

17 PRESIDENT LEERHSEN: Thank you. And as  
18 you recognize, I know we've been meeting and in  
19 contact -- you've been meeting with JuanPablo  
20 Prieto. Our law department is also engaged in  
21 analyzing your issues and we'll continue to meet  
22 and discuss these with you.

23 MR. FLOYD: Thank you.

24 MS. GREENLEE: Our next public speaker is

1 Leone Jose Bicchieri.

2 MR. BICCHIERI: That was close.

3 MS. GREENLEE: You have three minutes.

4 MR. BICCHIERI: Thank you. Good morning.

5 My name Leone Jose Bicchieri. It's half Italian,  
6 half Mexican. It's a tough one. I'm the founding  
7 executive director of Working Family Solidarity,  
8 one of the groups that Ross just referred to in  
9 the Jobs to Move America coalition.

10 We work hand in hand with Jobs to Move  
11 America to center local jobs in public spending.  
12 The mission that we have at our organization is  
13 build unity and solidarity between low income  
14 families of different races and ethnicities. To  
15 fight together for equitable development. We work  
16 especially on worker rights, good job creation and  
17 equal access to those jobs.

18 It's a hard time for workers in Chicago.  
19 We've also seen a tax on immigrant workers and we  
20 know that Black and Brown people to find stable,  
21 gainful employment. CTA can be a partner in  
22 making it better for Chicago's workers but only if  
23 CTA makes good on its promises, the ones that Ross  
24 was alluding to right now.

1           We've partnered with Jobs to Move America  
2 to advocate for good job -- for job commitments in  
3 the CTA's large scale procurement of manufactured  
4 goods including our city's buses and railcars.

5           And when CTA makes generational  
6 investments in its fleets, the impacts can be  
7 transformational for Chicago's working families as  
8 you all know resulting in multi-million dollars in  
9 investments and jobs and benefits for Chicago  
10 workers and good reliable manufacturing jobs and  
11 we're proud of this work that many organizations  
12 have been involved with and that CTA's partnered  
13 on.

14           However, the commitments are only as good  
15 as the accountability and I'm here today to echo  
16 Job to Move America's sentiment that was just  
17 talked about that the gaps in reporting in job and  
18 wage commitments need to be addressed as soon as  
19 possible.

20           We appreciate the continued efforts CTA  
21 staff is making and has been making on these  
22 reporting requirements, but the issue can't  
23 continue to persist and we look forward to working  
24 together to take all actions necessary -- to take

1 all actions necessary to ensure that Chicago's  
2 workers and communities are receiving the full  
3 share of what they were promised.

4 And I thank you very much for letting me  
5 speak today.

6 PRESIDENT LEERHSEN: Thank you, and I know  
7 you've been involved in those conversations and  
8 we'll continue to engage. Thank you.

9 MS. GREENLEE: Our last in-person speaker  
10 for this morning is Bob King Israel.

11 MR. ISRAEL: Appreciate it. Thank you.  
12 Thank God for letting me speak.

13 MS. GREENLEE: Good morning, Mr. King  
14 Israel. You have three minutes.

15 MR. ISRAEL: No problem. Okay. How are  
16 you guys doing. I was here in December. I don't  
17 know if you all remember me. But I just want to  
18 thank the chief of staff, Steve Mayberry, because  
19 I have another speech, another conversation, and  
20 that one's going so I didn't want to go.

21 Anyway, Steve reached out to one of you  
22 guys when we came here in December. I think we  
23 met with Juan. Juan, did anything happen since  
24 then -- that meeting last month? Have you met

1 with some people?

2           Okay. I guess I got to call my own  
3 meeting so I'm going to let Juan -- not Juan --  
4 Steve Mayberry help me meet with some people  
5 because I ain't met with nobody.

6           But like this gentleman just said or I  
7 just heard something about working with CTA saying  
8 that we got the same thing he said, Black Workers  
9 Matter. I'm not racist but that's what I'm  
10 concerned about. Black people working in these  
11 communities and on these job sites because I don't  
12 think it would be violence on the CTA trains if we  
13 was working on these sites, these construction  
14 sites.

15           I do want to thank Juan for introducing  
16 me, I think, last year almost to John Burns. We  
17 sat down upstairs somewhere, John Burns. I ain't  
18 heard from him since we sat down so I'm kind of  
19 upset, but thanks to the chief of staff, I'm going  
20 to calm down. I only need three minutes on the  
21 staying late project, I know -- I heard -- I don't  
22 think there's no Black contractors on that -- this  
23 hearing. I haven't did my homework yet, but I'm  
24 going to see Mayberry and see if he follow up and

1 see what he going to do. If not, I'll see you all  
2 next month.

3 PRESIDENT LEERHSEN: Thank you,  
4 Mr. Israel. As you're recognizing, my office has  
5 contacted you so we'll continue those  
6 conversations. Thank you.

7 MR. ISRAEL: Thank you.

8 MS. GREENLEE: I would like to also advise  
9 the board that we received two written comments  
10 which have been e-mailed to the board from John  
11 Paul Jones who's with Sustainable Englewood  
12 Initiatives, one concerning the Red Line. TIF  
13 Coalition on behalf of the Red Line -- the TIF  
14 Coalition and the other concerning the smoking  
15 cessation Sandbox Carbon Inc. ordinance.

16 And that concludes the public comments for  
17 today.

18 CHAIRMAN BARCLAY: Thank you to all our  
19 public comments today.

20 Our next order of business is -- on the  
21 agenda is our president's -- acting president's  
22 report which will be given by President Leerhsen.

23 PRESIDENT LEERHSEN: Thank you, Chairman,  
24 and good morning Directors. Happy new year. I

1 wanted to kick off the year by thanking all of our  
2 operations employees and the teams that  
3 successfully executed our New Year's Eve service.  
4 I've had one of the most fun New Year Eve's I had  
5 in a long time out in the field watching it strike  
6 midnight, being at the control center watching the  
7 platforms get cleared from that event and, you  
8 know, as always it's awe inspiring to see our team  
9 work last-minute road changes, reroutes of buses.  
10 The city as everybody knows had not only the Navy  
11 Pier fireworks but a new event smack down in the  
12 middle of downtown and CTA service went off  
13 without a hitch and very proud of the team and  
14 thankful for all the work that went into that.

15 We ended 2025 with over 319 million rides.  
16 That's a 3.2 percent growth over 2024 reaching  
17 70 percent retention of our pre-pandemic ridership  
18 looking at the whole year and that's despite the  
19 fast entrance into the winter season that we had  
20 early in the snow with all the snow last month.

21 We continue to see the investments in  
22 service inspire ridership. Most notably with our  
23 frequent network. In total the 20 routes now in  
24 the frequent network served more than 68 million

1 of our bus rides last year. So over a third, over  
2 37 percent, of our bus ridership is now happening  
3 on that core network of routes so I want to thank  
4 the board for their support of that initiative  
5 over 2025. It continues to be a really strong  
6 aspect of our network that we hope to continue to  
7 grow into 2026.

8 We've seen similar great response with the  
9 targeted changes in service we've made to routes  
10 like the 53 Cicero, the 93 California Dodge to  
11 better serve key destinations for our riders.  
12 Ridership on the 53, 53A is up 13 percent after  
13 the adjustments that we made to extend the 53 to  
14 the Ford City Mall and Daley College. So we're  
15 always tracking those investments and seeing how  
16 the ridership follows immediately after the  
17 investment and continues to grow in time after  
18 that.

19 I wanted to also highlight this notably  
20 transitional time for transit in the region as we  
21 kick off 2026. Internally, I'm very focused on  
22 making sure that across our system our riders and  
23 our workers continue to celebrate the funding that  
24 we received and the certainty financially that

1 that gives CTA heading into the future.

2 In December, we kicked off an initiative  
3 called the Future is Funded which is the internal  
4 employee set of gatherings where we come together  
5 and talk about everything that everyone did to get  
6 us to this point, have me personally thank  
7 employees that attend these events for the work  
8 that they did to get us the funding and the  
9 certainty moving into the future.

10 We had our first event at headquarters in  
11 December, over 230 employees from across the  
12 system attended. It was a very joyful, happy  
13 event and I look forward to traveling throughout  
14 the field to continue to hold those meetings.

15 I've also continued to meet with key  
16 stakeholders in this transitional period. So the  
17 county, RTA, the governors's office, the mayor's  
18 office, everyone now has, you know, a unique role  
19 in moving us forward through this transitional  
20 period and I just wanted to recognize that those  
21 dynamics exist and I'll continue to keep the board  
22 updated on the work underway in the transition to  
23 the NITA board and the future in 2026.

24 A few fun things I just wanted to

1 highlight. We're currently working with the  
2 Chicago Bulls to celebrate the jersey retirement  
3 of retired super star Derrick Rose so the Bulls  
4 have sponsored eight route buses throughout the  
5 system and we have a commemorative Ventra card  
6 that will feature the banner that will be hung  
7 from the rafters to commemorate Derrick Rose and  
8 we're excited about that. We'll be rolling out a  
9 few more celebratory elements in the coming weeks  
10 leading up to the -- the ceremony at the United  
11 Center on the 24th and we're excited about those  
12 efforts.

13           This week, we also will have all of our  
14 buses display a Go Bears message at the front  
15 which is one of the more fun things to issue in  
16 this job in order to have all of our buses say Go  
17 Bears to celebrate in a way that only CTA really  
18 can. Exciting things in Chicago that bring pride  
19 to our city and get people excited about what  
20 brings us all together.

21           I also wanted to highlight -- you got a  
22 great update on the latest in our Innovation  
23 Studio from the odor mitigation perspective.  
24 We're moving forward with what I updated you last

1 month on our call for partners to submit proposals  
2 through the Innovation Studio to support our  
3 efforts to launch proactive specialist programs  
4 that can engage with riders experiencing a health  
5 crisis or unstable housing and addressing the  
6 escalation of some disruptive passenger  
7 situations.

8           We continue to make progress reaching out  
9 to partners and we were excited to see a strong  
10 response to an information session that we held  
11 just last week. We had over 60 people attend to  
12 hear about the initiative and what proposals would  
13 require and we are reviewing those proposals as  
14 they come in. A video information of the  
15 information session is posted on our website. Our  
16 team will continue to receive questions until  
17 January 20th and answer responses to any of the  
18 proposers that are interested. We encourage folks  
19 to visit our Innovation Studio web page to learn  
20 more. The deadline to apply to that is  
21 February 17th.

22           This is in addition to moving forward in  
23 the transit oriented development aspect and I  
24 wanted to flag in our 2025 budget. We outlined in

1 CTA a vision for how CTA could institutionalize  
2 its role in promoting equitable transit oriented  
3 development, partnering with new authorities that  
4 will be coming as a part of NITA but also thinking  
5 at all scales about how we can leverage our  
6 resources to promote more broadly welcoming and  
7 inviting spaces on our system and to advance the  
8 efforts as we have reported to the board. We have  
9 moved forward with posting two new positions that  
10 will serve as a leading and coordinating hub for  
11 CTA and that process has already begun.

12 We also launched a new home for transit  
13 oriented development on our website with a  
14 dedicated landing page that highlights current  
15 projects and major past initiatives including work  
16 under way under Ashland and 63rd park and ride,  
17 our implementation of the 95th Street corridor  
18 plan developed with and by the community and are  
19 opportunities related to the Red Purple  
20 modernization project and more.

21 In closing, Directors, as I spoke to you  
22 about in briefings as has been covered, December  
23 was an active month in terms of engagement with  
24 the Federal Transit Administration around security

1 initiatives. As you know, on December 8th, we  
2 received a special directive requesting a surge  
3 plan and we responded in the time frame allotted  
4 on December 15th.

5 Following that, we received another  
6 correspondence indicating we needed to submit an  
7 updated plan within 90 days. I wanted to report  
8 we are actively working with our partners in the  
9 Chicago Police Department to submit that updated  
10 plan. I will continue to keep you updated on the  
11 contents but I would say that any time focused on  
12 security is good time for CTA. This is an  
13 important primary issue focus for us and always  
14 has been.

15 This engagement is going to produce  
16 meaningful presence of police on the system that  
17 will add to the work that's been already under  
18 way. In 2025, as you know, I reported around new  
19 missions that are being conducted with the police,  
20 never before seen missions around the Red Line,  
21 around the code of conduct missions on the Blue  
22 Line, around safe outreach missions throughout our  
23 system. We will continue to build upon those to  
24 be responsive in this forum, and I'll keep you

1 updated on what that partnership produces.

2 Thank you.

3 CHAIRMAN BARCLAY: Thank you,  
4 Ms. Leerhsen. This year has started with a  
5 demanding pace but I look forward to the work and  
6 the progress ahead of us.

7 I'd like to start by acknowledging and  
8 thanking the entire team for the effort in  
9 delivering great service through the holiday  
10 season to support the many events and festivities  
11 across the city during that time. Those efforts  
12 often happen behind the scene and in very cold  
13 temperatures for our frontline employees, but they  
14 are deeply valued and do not go unnoticed.

15 At the same time, it's difficult that this  
16 new year has opened with serious incidents that  
17 underscore the challenges we face on the public  
18 safety front. I recognize the team's efforts on  
19 this issue and I do underestimate how complex and  
20 difficult this work is. But as I said in  
21 briefings, we owe it to the riders we serve to  
22 ensure we utilize in our resources and  
23 partnerships to address this directly and  
24 effectively.

1           I'm also mindful that there are many other  
2 dynamics that play in the recent discussions  
3 around safety on our system. However, setting  
4 that aside, the reality is that even when overall  
5 crime rates trending for, we still have challenges  
6 in this area. We have a responsibility to make  
7 meaningful progress for the people who rely on our  
8 system every day.

9           Getting this right should be our primary  
10 focus and top priority. Increases in service and  
11 ridership, stronger partnerships, and effective  
12 marketing are all important, absolutely have their  
13 place in our strategy. But restoring rider  
14 confidence and safety both for the public and for  
15 our employees is what will be most consequential.  
16 It is the foundation upon which everything else is  
17 built and it is what will resonate most with the  
18 communities we serve and with the workforce that  
19 shows up every day to deliver this vital service.

20           To the team, your commitment during both  
21 the high points and hardest moments ever, thank  
22 you for your continued professionalism,  
23 resilience, dedication to this important work.

24           As chairman, the board deeply appreciates

1 your work and we remain committed to supporting  
2 you as we move forward together to achieve big  
3 things in 2026.

4 I would now like to open the floor to my  
5 colleagues for comments and questions.

6 MS. GREENLEE: Director Eaddy.

7 DIRECTOR EADDY: Yes, I want to first of  
8 all commend you and appreciate the presentation  
9 you gave to us during the briefing, especially in  
10 light of the latter area that you presented about  
11 the security issue from D.C., and I appreciate the  
12 information that you provided. When do you  
13 envision that that response will be completed?

14 PRESIDENT LEERHSEN: Sure. So just as a  
15 reminder, the requirement is that an approved plan  
16 exists by March 19th.

17 DIRECTOR EADDY: Okay.

18 PRESIDENT LEERHSEN: But we have to submit  
19 and have it approved within that time frame so  
20 we're aiming to have it submitted far ahead of  
21 March 19th, towards the end of this month,  
22 beginning of February, so that FTA has plenty of  
23 time to review it and approve it in the time  
24 frame.

1           DIRECTOR EADDY: So say as you are  
2 planning to submit it early, say you submit it  
3 early, do you -- in their process where you will  
4 be able -- if for whatever reason they say some  
5 deficiencies in it to be able to resubmit? How  
6 does that play out?

7           PRESIDENT LEERHSEN: That's what I would  
8 expect. That would be my aim of submitting early  
9 so that there is time to adjust if needed. I  
10 can't speak exactly to how their response might  
11 come back, but the -- that would be my aim in  
12 engaging as early as possible with an updated  
13 plan.

14          DIRECTOR EADDY: Yeah, I was just  
15 wondering if there will be opportunity or ability  
16 to resubmit and refine, whatever. It's not a  
17 single situation. I mean, it's not like it's one  
18 submission, it's approved or not approved, and  
19 they move on?

20          PRESIDENT LEERHSEN: I can't speak to  
21 exactly how they will respond so I don't want to  
22 say with certainty. I think there is an  
23 opportunity for exchanges within that 90-day  
24 period, yeah.

Transcript of Board Meeting  
Conducted on January 14, 2026

33

1 DIRECTOR EADDY: All right. Thank you.

2 PRESIDENT LEERHSEN: Sure.

3 MS. GREENLEE: Director Jakes.

4 DIRECTOR JAKES: No. I said everything  
5 yesterday so we'll just wait and see what happens,  
6 but thank you.

7 MS. GREENLEE: Director Ortiz.

8 DIRECTOR ORTIZ: Same. Just keep us  
9 posted and any responses once we've turned it in.  
10 Any updates on that would be great.

11 PRESIDENT LEERHSEN: For sure.

12 MS. GREENLEE: Director Requejo.

13 DIRECTOR REQUEJO: Congrats on the  
14 progress. I'm especially excited about the ETOD  
15 approach, the staffing, and I want to remind  
16 people that a lot of transit agencies around the  
17 world have TOD or transit oriented development  
18 plans to build things about their stations.

19 Very few -- very, very few -- have ETOD  
20 which is equitable transit oriented development  
21 which means that when you build around your  
22 station, you're not building just for profit.  
23 You're not building just for the rich and  
24 powerful, you're creating things for the community

1 that is around the place and looks like affordable  
2 homes and small businesses so I really appreciate  
3 the extra layer that goes into creating that  
4 program.

5 On the security plan, I expressed doubts  
6 last time that we met on both the intent and the  
7 impact of FTA, the way they behave and  
8 communicate. I still have even more concerns now,  
9 and this being an exchange of letters, this being  
10 veil threats and this not being a collaborative  
11 process. At least the way I work when there is a  
12 bad process, it's a bad outcome. So to me it's  
13 important to keep responding, of course, because  
14 we have to do that by law. But to me, the plan,  
15 security is not going to be that plan. It's a  
16 plan that happens in a different place with a lot  
17 more people.

18 I appreciate you reaching out one-on-one  
19 to the governor's office, mayor's office, civic  
20 leaders. There needs to be a table of all of them  
21 together. And I don't who needs to convene it, I  
22 would love somebody to call it and for that to be  
23 the platform and the place for our security plan  
24 that we desperately need, and I would encourage

1 you, Nora, and the team to do it in the context of  
2 the other thing you mentioned today which is the  
3 transition to the new era of transit in the region  
4 is coming.

5 Summer is going to be here sooner than we  
6 all expect, even if it's snowing today. There are  
7 a lot of deadlines coming up this summer and what  
8 best way to demonstrate the spirit, right, of the  
9 new legislation, collaboration, partnership,  
10 transparency, accountability, community engagement  
11 than setting up the table focused solely on  
12 recovering safety for our riders and for all the  
13 riders across the system.

14 So, in brief, let's get feeling with FTA  
15 and all those requests, et cetera, but let's spend  
16 most of our time creating, convening, co-convening  
17 that other table where I know we can find a  
18 solution that we will not find in a plan that is  
19 imposed and is not collaborative and is not a  
20 dialogue and is exchange of letters. So you can  
21 count on me for support in recruiting people to  
22 the table and creating the pressure and finding  
23 the right place and platform.

24 PRESIDENT LEERHSEN: I appreciate that. I

1 mean, as you know, we have a history last year of  
2 holding our first ever transit community safety  
3 workshop and making headway and gathering people  
4 together like never seen before. Certainly, my  
5 philosophy throughout this and everything we do  
6 here is to use it as an opportunity to strengthen  
7 us in a variety of ways and that's how I'm  
8 approaching this as well so I appreciate that  
9 feedback.

10 DIRECTOR REQUEJO: Yeah, and I welcome  
11 those efforts. RTA had a summit two years ago  
12 explicitly on safety. Out of that summit, some  
13 pilots came out. Some of them successful and then  
14 that stopped happening.

15 And then we did our workshop and that was  
16 great and now have a number of things and I really  
17 appreciate -- again, just like with the smoking  
18 approach being coordinated. That approach being  
19 part of a larger safety plan that happens not here  
20 and there and not one time and then silence or  
21 stopping. Something ongoing, something  
22 collaborative and something again having a  
23 platform that meets regularly that has programs  
24 going on, indicators of success, transparency, and

1 full engagement. That's what I would love for  
2 most of the time and the resources to be spent and  
3 minimize the time and the resources going into  
4 things that may not be -- will not be the plan  
5 that Chicago needs.

6 PRESIDENT LEERHSEN: Okay.

7 MS. GREENLEE: Director Jha.

8 DIRECTOR JHA: I just want to echo what  
9 you just said. I think we need to do what's right  
10 for the city. But in transparency and getting  
11 some idea as to how the plan is coming together  
12 for the marginal.

13 CHAIRMAN BARCLAY: I just want to echo and  
14 I appreciate your comment, Director Requejo.  
15 Since we're moving to this regional model, I think  
16 everybody needs to be on board and everybody needs  
17 to take responsibility as well, the county and  
18 state and the outlying counties. Security and  
19 safety is not just a CTA issue. It's a regional  
20 issue at this point.

21 And so that's the legislation that has  
22 been passed and that's what we have to live with.  
23 I think you need to enlist all the assistance that  
24 we can from those agencies, those bodies that can

1 assist us at this time. Because I think that it's  
2 a burden that's solely on CTA right now but now  
3 that we're looking at this as a regional approach  
4 to public transportation, and every stakeholder  
5 needs to be at the table.

6 PRESIDENT LEERHSEN: I agree. I think  
7 that's why I reported out on those conversations  
8 starting already and certainly the security  
9 component will absolutely be a primary part of  
10 those conversations.

11 CHAIRMAN BARCLAY: But like Director  
12 Requejo said, summer is coming and we know that we  
13 have the greatest challenges sometimes during  
14 those periods so we should jump on this now so  
15 that everybody knows their role.

16 Thank you. Our next of order is the  
17 approval of the minutes of the regular board  
18 meeting of December 10, 2025. May I have a motion  
19 to approve?

20 DIRECTOR EADDY: So moved.

21 DIRECTOR ORTIZ: Second.

22 MS. GREENLEE: It's been moved by Director  
23 Eaddy, seconded by Director Ortiz that the minutes  
24 from the board meeting of December 10, 2025 be

1 approved.

2 We'll take a roll call vote.

3 Director Eaddy.

4 DIRECTOR EADDY: Yes.

5 MS. GREENLEE: Director Jakes.

6 DIRECTOR JAKES: Yes.

7 MS. GREENLEE: Chairman Barclay.

8 CHAIRMAN BARCLAY: Yes.

9 MS. GREENLEE: Director Ortiz.

10 DIRECTOR ORTIZ: Yes.

11 MS. GREENLEE: Director Requejo.

12 DIRECTOR REQUEJO: Yes.

13 MS. GREENLEE: Director Jha.

14 DIRECTOR JHA: Yes.

15 MS. GREENLEE: Motion passes.

16 CHAIRMAN BARCLAY: Thank you. Our next  
17 item on the agenda is executive session.

18 Sisavanh Baker, it's my understanding that  
19 we have an executive session today.

20 MS. BAKER: Chairman Barclay, there will  
21 be an executive session today pursuant to Illinois  
22 Open Meetings Act, 5 ILCS 120, section 2(c)(21)  
23 and (c)(11).

24 CHAIRMAN BARCLAY: I will now entertain a

Transcript of Board Meeting  
Conducted on January 14, 2026

40

1 motion to recess into executive session for  
2 reasons stated by counsel.

3 DIRECTOR EADDY: So moved.

4 DIRECTOR ORTIZ: Second.

5 MS. GREENLEE: It's been moved by Director  
6 Eaddy, seconded by Director Ortiz that the board  
7 move into executive session for reasons stated by  
8 counsel.

9 We'll take a roll call vote.

10 Director Eaddy.

11 DIRECTOR EADDY: Yes.

12 MS. GREENLEE: Director Jakes.

13 DIRECTOR JAKES: Yes.

14 MS. GREENLEE: Chairman Barclay.

15 CHAIRMAN BARCLAY: Yes.

16 MS. GREENLEE: Director Ortiz.

17 DIRECTOR ORTIZ: Yes.

18 MS. GREENLEE: Director Requejo.

19 DIRECTOR REQUEJO: Yes.

20 MS. GREENLEE: Director Jha.

21 DIRECTOR JHA: Yes.

22 MS. GREENLEE: Motion passes.

23 (Off the record.)

24 CHAIRMAN BARCLAY: I will now entertain a

Transcript of Board Meeting  
Conducted on January 14, 2026

41

1 motion to return to open session.

2 DIRECTOR EADDY: So moved.

3 DIRECTOR ORTIZ: Second.

4 MS. GREENLEE: It's been moved by Director  
5 Eaddy, seconded by Director Ortiz that the board  
6 return to open session.

7 We'll take a roll call vote.

8 Director Eaddy.

9 DIRECTOR EADDY: Yes.

10 MS. GREENLEE: Director Jakes.

11 DIRECTOR JAKES: Yes.

12 MS. GREENLEE: Chairman Barclay.

13 CHAIRMAN BARCLAY: Yes.

14 MS. GREENLEE: Director Ortiz.

15 DIRECTOR ORTIZ: Yes.

16 MS. GREENLEE: Director Requejo.

17 DIRECTOR REQUEJO: Yes.

18 MS. GREENLEE: Director Jha.

19 DIRECTOR JHA: Yes.

20 MS. GREENLEE: Motion passes.

21 MS. BAKER: In item 5A, the board reviewed  
22 the closed session meeting minutes for  
23 December 10, 2025.

24 CHAIRMAN BARCLAY: May I please have a

Transcript of Board Meeting  
Conducted on January 14, 2026

42

1 motion to approve the closed session minutes for  
2 December 10, 2025.

3 DIRECTOR EADDY: So moved.

4 DIRECTOR ORTIZ: Second.

5 MS. GREENLEE: It's been moved by Director  
6 Eaddy, seconded by Director Ortiz that the closed  
7 session minutes from December 10, 2025 be approved  
8 as submitted.

9 We'll take a roll call vote.

10 Director Eaddy.

11 DIRECTOR EADDY: Yes.

12 MS. GREENLEE: Director Jakes.

13 DIRECTOR JAKES: Yes.

14 MS. GREENLEE: Chairman Barclay.

15 CHAIRMAN BARCLAY: Yes.

16 MS. GREENLEE: Director Ortiz.

17 DIRECTOR ORTIZ: Yes.

18 MS. GREENLEE: Director Requejo.

19 DIRECTOR REQUEJO: Yes.

20 MS. GREENLEE: Director Jha.

21 DIRECTOR JHA: Yes.

22 MS. GREENLEE: The motion passes.

23 CHAIRMAN BARCLAY: We will now address  
24 board agenda item 7, board matters.

1           Georgette, do we have any board matters  
2 today?

3           MS. GREENLEE: Chairman Barclay, there are  
4 no board matters for today.

5           CHAIRMAN BARCLAY: Our next order of  
6 business is a report from the Committee on  
7 Finance, Audit, and Budget. Director Jakes.

8           DIRECTOR JAKES: The committee met earlier  
9 this morning and approved the December 10, 2025,  
10 committee minutes and reviewed the finance report.

11           The committee reviewed the following seven  
12 ordinances:

13           Review of an ordinance authorizing a  
14 co-promotional advertising trade agreement with  
15 Bank of America for the 2026 Shamrock Shuffle,  
16 Chicago 13.1, and Chicago Marathon.

17           Review of an ordinance amending ordinance  
18 025-118 approving to the fiscal years 2026 through  
19 2030 capital improvement program.

20           Third, was review of an ordinance  
21 authorizing the execution and delivery of one or  
22 more supplemental indentures under which the  
23 Chicago Transit Authority may issue one or more  
24 series of corporate purpose debt obligations

1 payable from the Sales Tax Receipts Fund  
2 authorizing the issuance of sales tax receipts of  
3 revenue refunding bond series 2026, authorizing  
4 execution and delivery of one or more supplemental  
5 indentures under which the Chicago Transit  
6 Authority may issue second lien obligations  
7 payable from the Sales Tax Receipts Fund and  
8 authorizing the issuance of second lien sales tax  
9 receipts revenue bonds series 2026.

10 Fourth, we had a review of an ordinance  
11 authorizing an assignment and assumption of an  
12 easement agreement with Dick Keefe Development  
13 Corporation to Third Street Development, LLC. The  
14 property located between Maple Avenue and Isabella  
15 Street adjacent to the Purple Line in Wilmette,  
16 Illinois.

17 Fifth was review of an ordinance  
18 authorizing a license agreement with Pullman  
19 Community Center Development Corporation for the  
20 use of parking spaces located at 11302 South  
21 Corliss Avenue in Chicago.

22 Then we reviewed an ordinance authorizing  
23 a pilot program agreement with Sandbox Carbon,  
24 Inc. for a smoking mitigation pilot under CTA's

1 Innovation Studio program.

2 Lastly, review of an ordinance authorizing  
3 amendments to the Authority's Public  
4 Transportation Agency Rail and Bus Safety Plans.

5 The committee also reviewed ten contracts.  
6 We placed seven ordinances and ten contracts on  
7 the omnibus. Committee approved and recommended  
8 for board approval seven ordinances and ten  
9 contracts.

10 This concludes the report of the finance  
11 audit, and budget, Mr. Chairman.

12 CHAIRMAN BARCLAY: Thank you. I will now  
13 entertain a motion to approve the omnibus.

14 DIRECTOR EADDY: So moved.

15 DIRECTOR ORTIZ: Second.

16 MS. GREENLEE: It's been moved by Director  
17 Eaddy, seconded by Director Ortiz that the omnibus  
18 be approved.

19 We'll take a roll call vote.

20 Director Eaddy.

21 DIRECTOR EADDY: Yes.

22 MS. GREENLEE: Director Jakes.

23 DIRECTOR JAKES: Yes.

24 MS. GREENLEE: Chairman Barclay.

Transcript of Board Meeting  
Conducted on January 14, 2026

46

1 CHAIRMAN BARCLAY: Yes.

2 MS. GREENLEE: Director Ortiz.

3 DIRECTOR ORTIZ: Yes.

4 MS. GREENLEE: Director Requejo.

5 DIRECTOR REQUEJO: I originally abstain  
6 from the omnibus vote with regard to agenda item  
7 number 6 concerning the sales tax receipts  
8 revenue, bond Series 2026 due to a personal  
9 conflict of interest and as to all the other items  
10 on the omnibus, vote yes.

11 MS. GREENLEE: Thank you. Director Jha.

12 DIRECTOR JHA: Yes.

13 MS. GREENLEE: Chairman Barclay, the  
14 motion passes.

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

20 MR. MOONEY: Good morning still. I am  
21 Bill Mooney, your chief infrastructure officer and  
22 I'm joined by --

23 MR. PRIETO: Good morning, Directors,  
24 JuanPablo Prieto, director of diversity programs.

1           MR. MOONEY: This month we will focus on  
2 Western Ravenswood Brown Line station renovation  
3 project. It's our kind of focal project. It's  
4 been a little while since we talked about this  
5 project.

6           As a reminder, this is the first  
7 progressive design build job we've ever  
8 undertaken. Progressive design build is a model  
9 contracting that was all the rage in the industry  
10 about two years ago. We had a lot of our contract  
11 community ask us to look at this as a model. They  
12 thought it was a very strong model. We've been  
13 doing design build for about 15 years. This is  
14 kind of an evolution of that so this was kind of  
15 the first one that we've tried it on. I will say  
16 the jury is probably still out about this model.  
17 We'll get done with this one and we'll revisit it  
18 from there.

19           But it allows you kind of -- design build  
20 we take out a concept set of drawings, usually  
21 around 30 percent design that we bring out to the  
22 industry, they bid that to complete that design,  
23 bring it to 100 percent and then ultimately build  
24 it for us a progressive design build, but we

1 actually don't take a concept set of drawings out.

2 We put out a narrative scope of services  
3 and then we negotiate a large scale kind of cost  
4 around and then throughout the process, they  
5 produce estimates based on an evolution that scope  
6 of work and we come to a kind of conclusion if we  
7 can't come to an agreement on price at those  
8 estimates, we can off-ramp the project at that  
9 point which is kind of a unique thing.

10 But they're at the table with us in the  
11 development, not only have a design also as  
12 costing that kind of day in and day out so we get  
13 kind of realtime costing on it.

14 It also theoretically allows you to build  
15 a little faster as you are getting components of  
16 this being able to advance faster and being able  
17 to get to construction a little sooner.

18 The project itself, the scope deals with  
19 some pretty significant amount of state of the  
20 repair operation to the station so a lot of facade  
21 work, painting, scale like that. But also a lot  
22 of the goals of our all stations successfully.  
23 While it's not a station formally and ASAP because  
24 it is a fully accessible station, it does address

1 some of the other things such as it modernizes the  
2 bus turnaround directly adjacent to it making it a  
3 fully accessible bus turnaround, advancing that  
4 accessibility goal as well rehabbing the existing  
5 elevators and bring them back up to a state of  
6 repair.

7 So one of the goals of the ASAP program is  
8 that our existing 175 units out there see a life  
9 cycle renewal as part of the commitment to that  
10 program so this addresses some of those pieces.

11 Some of the biggest -- we talked about  
12 this -- is a customer facing thing because the  
13 customers walking into this are looking at a  
14 station that saw very little work under the Brown  
15 Line capacity expansion project. It had already  
16 been a modernized station it had seen kind of an  
17 upgrade in its lifespan so when we did the Brown  
18 Line back in the early 2000s, right, it did not  
19 see significant work so this is the first time  
20 it's really had a big investment in that customer  
21 facing improvement so we'll talk about some of  
22 these things as we go through them.

23 Probably the biggest expenditure on this  
24 project is the masonry walls of the station. It's

1 a multi-story elevated station that was enclosed  
2 in brick. The brick was actually seeing a  
3 significant degradation and so we've actually had  
4 to pull down all the faces of brickwork all the  
5 way to the ground and actually build back up.

6 So here you're looking at -- this is the  
7 north wall as we look south upon the station.  
8 Western Avenue is to the right of the screen as  
9 you're looking at it and this is a great plaza out  
10 there so we actually have a coordination effort  
11 going on with CDOT who's rebuilding this plaza.

12 There's a huge amount of investment in  
13 Lincoln Square right there. It is a very populous  
14 walk for local business area in the area but they  
15 also just opened up a transit oriented development  
16 across from this plaza across the street which is  
17 a big win kind of for the community there as well.  
18 There was a huge fight over parking and things  
19 around that. It was kind of interesting to watch  
20 it play out. Especially because a progressive  
21 alder who really was leading this effort.

22 But these walls have been a big challenge.  
23 We put a huge amount of investment here so now you  
24 see them actually removing the brick work and they

1 start working on building back up from there.

2 The other big kind of facade piece that we  
3 start to see, this is the store fronts so this is  
4 a glass kind of around the station entrances so  
5 they remove all those glass enclosures, all the  
6 steelwork around that often deteriorates pretty  
7 quickly from this exposure to the elements and so  
8 this is rebuilding those storefronts.

9 One of the things we developed over the  
10 years is versus taking that steel storefront all  
11 the way to the ground, we actually do a concrete  
12 curb that raises up so that as you have water and  
13 salt exposure, it's protected by the concrete,  
14 that spot where it dwells versus the steel which  
15 rots out faster. So here you can see that curb  
16 being set and ultimately a storefront gets built  
17 up from there.

18 One of the other huge expenditures we tend  
19 to get into in all these station projects is  
20 electrical upgrades. So stations that were built  
21 in the 1980s had electrical service for kind of  
22 the intention at the time and everything we do  
23 nowadays eats up more power than we could ever  
24 envision. Modern elevators, even the LED lights

1 are less consumptive and the individual light  
2 bulbs, we intend to the increase the lighting  
3 tenfold. It's safety and security. It's a  
4 passenger comfort thing so that eats up a ton of  
5 electricity and so we often have to upgrade the  
6 electrical system. So here -- so this station  
7 actually gets a brand-new electrical room, all new  
8 equipment as part of it and a significant upgrade  
9 into ComEd service. So here you can see the new  
10 ComEd service being marked out to go in.

11 Here is some of the work on the inside.  
12 This is them actually running new pipes so we  
13 dropped the enclosed ceiling here as part of the  
14 demo and now they are running all new pipe runs  
15 and they'll be installing the new lights to it.

16 The key thing I also would highlight here  
17 is actually the flooring. So the flooring  
18 actually got a huge upgrade. It was a pitted kind  
19 of concrete floor, now it has an epoxy finish to  
20 it. It was stunning. I think that -- we had a  
21 closure for a weekend for it. You were there on a  
22 Friday and it was this really worn concrete floor.  
23 You came back on Monday, and it was pristine. It  
24 was the most beautiful floor. It's a new product

1 we're trying. It could actually be beneficial  
2 because we can actually lay it and maybe something  
3 we work and refresh long term. Similar to what  
4 you see in -- it's an industrial version of what  
5 you see them kind of talking about in home  
6 garages. Kind of an epoxy setting floor so.

7 With that, I will turn it to over to the  
8 JuanPablo.

9 MR. PRIETO: Thanks, Bill.

10 In December, we hosted and attended a  
11 number of events and informed small businesses and  
12 residents about contracting career opportunities  
13 on CTA projects and on December 4th at CTA  
14 headquarters, we hosted a small business  
15 educational series reunion, an evening of  
16 celebration, connection, and inspiration.

17 It was an opportunity for alums of the  
18 program to reunite with fellow graduates and share  
19 stories and exchange ideas to reignite that spirit  
20 of innovation that continues to drive small  
21 business growth across our community.

22 During the event, three graduates spoke on  
23 the panel about their experience and growth since  
24 completing the program and we plan on hosting more

1 of these and spotlighting firms that have  
2 completed our programs to encourage others to  
3 apply and participate.

4 As a reminder, all of our programming is  
5 at no cost to the small businesses and we post  
6 regular updates to the CTA website on the  
7 diversity program's page for when we are hosting  
8 these events.

9 That concludes our report this month.  
10 Happy to answer any questions.

11 MR. MOONEY: Or like to talk about needed  
12 projects we were discussing directly or any  
13 questions around or anything in the report that we  
14 didn't cover?

15 MS. GREENLEE: Are there any questions?

16 DIRECTOR EADDY: Yeah, I have --  
17 concerning your -- here, what kind of -- what did  
18 you receive from those that attended that may have  
19 led to something plan?

20 MR. PRIETO: So we do survey the graduates  
21 after each class. There's nine classes in a  
22 series so we do survey them after each class and  
23 then after the series overall.

24 So we have made some improvements. We

1 brought in different classes based on feedback  
2 from the graduates. What we have gotten is that  
3 they are able to compete for larger scopes for  
4 more complex scopes because of this series.

5           There's a lot, especially in terms of CTA  
6 work, that they did not understand coming in from  
7 this series and coming out of the series. They're  
8 engaging in a different way with prime contractors  
9 and having better conversations around those  
10 scopes and so they're able to compete on a better  
11 more complex level for our project.

12           So what we're going to do is look at the  
13 data. I asked the graduates to provide any  
14 increases in scopes that they've been able to  
15 compete for, increases in bonding or -- so that we  
16 can see what other effects the series is having.

17           DIRECTOR EADDY: What were some of those  
18 new classes added?

19           MR. PRIETO: Yeah, so we added one around  
20 technology, how to leverage technology. We also  
21 added one around marketing, right, and how to  
22 market your firm. Once you're kind of  
23 established, that includes kind of website, it  
24 includes social media as well. So, again, we're

1 really trying to focus on where the need is from  
2 this month.

3 DIRECTOR EADDY: Are you facilitating any  
4 sort of financial resources?

5 MR. PRIETO: Yes. That goes through our  
6 building small businesses program, which we've  
7 given the board some regular updates on, where we  
8 connect firms with lenders both traditional and  
9 non traditional lenders to talk about where they  
10 need financial assistance or where they may need  
11 either bonding or lending to compete for those  
12 scopes on our projects.

13 DIRECTOR EADDY: All right. Thank you.

14 MS. GREENLEE: Are there any other  
15 questions?

16 Chairman Barclay, there are no further  
17 questions on --

18 DIRECTOR REQUEJO: On the -- sorry -- on  
19 the Western.

20 MS. GREENLEE: You do have a question.  
21 I'm sorry. Director Requejo.

22 DIRECTOR REQUEJO: So thanks for all the  
23 work on that station is combined as you said with  
24 ETOD next door and there's also improvements for

1 walkability, a plaza, bikes, it's beautiful. It's  
2 also one of the most expensive communities in  
3 Chicago. It was in the Wall Street Journal.  
4 There was a headline about it.

5 So I'm curious as to -- and I know we  
6 don't own a lot of land. I'm curious as to how  
7 are we thinking about our role ETOD and affordable  
8 housing and space for small businesses in that  
9 community or on the Brown Line which that's just  
10 some of our most affluent neighborhoods in  
11 Chicago.

12 MR. MOONEY: So I would say -- so we own  
13 very little land at all around the Brown Line at  
14 this point. We have concession retail space in  
15 some of those stations in there and so as we  
16 continue to look at how we are modeling a pilot  
17 program around concession retail spaces, we're  
18 trying to pull samples of that and that would kind  
19 of be the space we move into and then we've done  
20 some stuff around under el activation and support  
21 coordination with the community, that will align  
22 being one the first examples of that kind of that  
23 activatable space that's available to the  
24 community.

1           And those have been the two kind of areas  
2           that we've been supportive. I will say that one  
3           of the unique things you'll see in this  
4           conversation about the investment and transit  
5           driving growth is we did the Brown Line capacity  
6           expansion project -- it was from about 2000 to  
7           2005-ish time frame in there and it was to move to  
8           -- from six-car operation to eight-car operation  
9           as well as making stations fully accessible.

10           The Brown Line at the time had been -- the  
11           communities along it had grown and seen massive  
12           amounts of ridership gain and we were at absolute  
13           capacity. We were leaving people on platforms  
14           every single train.

15           We are at a point that with that  
16           investment in transit, the communities around that  
17           have seen more density and have been able to grow  
18           further and can kind of grow back into that TOD  
19           development area where are -- even our challenging  
20           ridership times are seeing growth there, right,  
21           we're seeing -- and we were starting to phase  
22           pre-pandemic and the next capacity expansion  
23           conversation around the Brown Line because we're  
24           seeing some of those things.

1           So I think to your point about transit  
2 development and there's demand there and so then  
3 it's really been about the city's ability to  
4 support equitable investment in those communities  
5 and I think the ETOD ordinance has allowed.

6           So we had that investment in those  
7 communities that created opportunity for dense  
8 development around it and the city stepped forward  
9 and supported an equitable transit oriented  
10 development plan that allowed for reduced parking  
11 requirements and other incapacities, square  
12 footage increases, that really started to be able  
13 to create opportunities for affordable housing  
14 along the Brown Line and diversification around  
15 the communities.

16           I will also highlight -- I guess as we're  
17 talking about this, we have released the first  
18 three of the RFPs for the modernization parcels,  
19 so the City of Chicago has -- our people are one  
20 of those as well out on the streets -- so all four  
21 of the parcels in the Red Purple bypass area are  
22 actually out for opportunity right now. All four  
23 of those opportunities deal with the equitable  
24 transit oriented development goals and weighed

1       them in their criteria. The city is heavy  
2       underwriting opportunities associated with the  
3       parcel that they're brokering that we are  
4       ultimately be able to transfer them to allow them  
5       to kind of underwrite that opportunity.

6               But even the three that we are containing  
7       those goals and support kind of those  
8       opportunities in areas that are exceptionally  
9       expensive and we talk about the Brown Line, that  
10      is the most expensive of expensive communities to  
11      create opportunity for there.

12             So if anybody is interested owning a  
13      hundred-plus year old apartment building that has  
14      amazing copper work, beautiful architecture and I  
15      can promise you the foundation is as solid as it  
16      gets, we picked up the building and put it on it,  
17      we do have the Von Travis Boon (phonetic) building  
18      out there right now for brokering. So spread the  
19      word, we are very excited to see those  
20      opportunities out there.

21             DIRECTOR REQUEJO: The Kimball end of the  
22      line, do we have opportunities there?

23             MR. MOONEY: So Kimball has very little  
24      land that isn't readily being used for

1 transportation purposes. The little bit of land  
2 we have is tied to the park and ride lot and it is  
3 the only land we have to be able to expand any  
4 function of that yard ever right now without  
5 taking -- it is very landlocked so if you go  
6 directly to the east of the Kimball yard, you are  
7 entirely large scale dense apartment buildings --  
8 I live in Albany Park and very close to Kimball.  
9 The multi story apartment buildings, so anything  
10 we ever wanted to do with Kimball would result in  
11 us, you know, causing significant impacts to  
12 neighborhoods and communities and so the only  
13 little bit of lands we have is a small parking  
14 lot. It's 74 spaces or something like that in the  
15 front of the lot and it has been part of -- as we  
16 looked at those Brown Line capacity -- future  
17 Brown Line capacity, we've looked at yard  
18 reconfigurations because one of the biggest  
19 capacity challenges we have on the Brown Line  
20 right now is the ability to store trains.

21 We are over capacity on that yard where we  
22 have to actually store on what we call the leads  
23 which is the tracks that we use that can impact  
24 all the other tracks or even in the pockets at

1 night because that's the only way we can have  
2 enough cars available for service.

3 DIRECTOR REQUEJO: Got it. Thank you.

4 MR. MOONEY: And some of those visions of  
5 the yard and we looked at future plans could deal  
6 with how you develop over the yards and you cap  
7 things and do things like that, but they're part  
8 of a much bigger version.

9 DIRECTOR REQUEJO: Thanks.

10 CHAIRMAN BARCLAY: Anyone else? Okay.

11 Thank you.

12 Our final order of business is new  
13 business.

14 Georgette, is there any new business?

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

17 CHAIRMAN BARCLAY: Since there is no  
18 further business to come before the board, may I  
19 have a motion to adjourn Chicago Transit Board  
20 Meeting of January 14, 2026.

21 DIRECTOR EADDY: So moved.

22 DIRECTOR ORTIZ: Second.

23 MS. GREENLEE: It's been moved by Director  
24 Eaddy, seconded by Director Ortiz that the meeting

Transcript of Board Meeting  
Conducted on January 14, 2026

63

1 be adjourned.

2 We'll take a roll call vote.

3 Director Eaddy.

4 DIRECTOR EADDY: Yes.

5 MS. GREENLEE: Director Jakes.

6 DIRECTOR JAKES: Yes.

7 MS. GREENLEE: Chairman Barclay.

8 CHAIRMAN BARCLAY: Yes.

9 MS. GREENLEE: Director Ortiz.

10 DIRECTOR ORTIZ: Yes.

11 MS. GREENLEE: Director Requejo.

12 DIRECTOR REQUEJO: Yes.

13 MS. GREENLEE: Director Jha.

14 DIRECTOR JHA: Yes.

15 MS. GREENLEE: Chairman Barclay, the  
16 motion passes.

17 CHAIRMAN BARCLAY: Thank you. Have a  
18 great day.

19 (Proceedings concluded at 11:44 a.m.)

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CERTIFICATE OF SHORTHAND REPORTER

I, LORI THIELMANN, Certified Shorthand Reporter, Registered Professional Reporter, before whom the foregoing proceeding was taken, do hereby certify that the foregoing transcript is a true and correct record of the testimony given, all done to the best of my skill and ability; that said testimony was taken by me stenographically and thereafter reduced to typewriting under my direction; and that I am neither counsel for, related to, nor employed by any of the parties to this case and have no interest, financial or otherwise, in its outcome.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my signature this 23rd day of January, 2026.



Transcript of Board Meeting  
 Conducted on January 14, 2026

A			
<b>ability</b>	<b>accountability</b>	<b>address</b>	<b>again</b>
32:15, 59:3,	14:22, 18:15,	7:17, 15:21,	36:17, 36:22,
61:20, 64:7	35:10	29:23, 42:23,	55:24
<b>able</b>	<b>achieve</b>	48:24	<b>agencies</b>
7:7, 32:4,	31:2	<b>addressed</b>	13:22, 33:16,
32:5, 48:16,	<b>acknowledging</b>	18:18	37:24
55:3, 55:10,	29:7	<b>addresses</b>	<b>agency</b>
55:14, 58:17,	<b>across</b>	49:10	14:16, 45:4
59:12, 60:4,	7:23, 23:22,	<b>addressing</b>	<b>agenda</b>
61:3	24:11, 29:11,	15:17, 26:5	21:21, 39:17,
<b>about</b>	35:13, 50:16,	<b>adjacent</b>	42:24, 46:6
4:21, 6:19,	53:21	44:15, 49:2	<b>ago</b>
7:24, 9:1, 10:4,	<b>act</b>	<b>adjourn</b>	16:7, 36:11,
11:9, 15:2,	39:22	62:19	47:10
15:7, 15:10,	<b>acting</b>	<b>adjourned</b>	<b>agree</b>
15:18, 18:17,	3:13, 16:9,	63:1	12:5, 38:6
20:7, 20:10,	16:11, 21:21	<b>adjust</b>	<b>agreement</b>
24:5, 25:8,	<b>action</b>	32:9	43:14, 44:12,
25:11, 25:19,	6:4	<b>adjustments</b>	44:18, 44:23,
26:12, 27:5,	<b>actions</b>	23:13	48:7
27:22, 31:10,	18:24, 19:1	<b>administration</b>	<b>aguirre</b>
33:14, 33:18,	<b>activatable</b>	27:24	5:9, 5:20
47:4, 47:10,	57:23	<b>adults</b>	<b>ahead</b>
47:13, 47:16,	<b>activation</b>	6:9	29:6, 31:20
49:11, 49:21,	57:20	<b>advance</b>	<b>aim</b>
53:5, 53:12,	<b>active</b>	27:7, 48:16	32:8, 32:11
53:23, 54:11,	27:23	<b>advancing</b>	<b>aiming</b>
56:9, 57:4,	<b>actively</b>	14:2, 49:3	31:20
57:7, 58:4,	28:8	<b>advertising</b>	<b>ain't</b>
58:6, 59:1,	<b>actually</b>	43:14	20:5, 20:17
59:3, 59:17,	8:18, 10:9,	<b>advise</b>	<b>airport</b>
60:9	48:1, 50:2,	21:8	10:2
<b>absolute</b>	50:3, 50:5,	<b>advocacy</b>	<b>albany</b>
58:12	50:10, 50:24,	6:1, 6:12	61:8
<b>absolutely</b>	51:11, 52:7,	<b>advocate</b>	<b>alder</b>
7:9, 30:12,	52:12, 52:17,	18:2	9:5, 50:21
38:9	52:18, 53:1,	<b>affixed</b>	<b>alderman</b>
<b>abstain</b>	53:2, 59:22,	64:15	9:5
46:5	61:22	<b>affluent</b>	<b>align</b>
<b>access</b>	<b>ada</b>	57:10	57:21
17:17	10:12, 10:15,	<b>affordable</b>	<b>all</b>
<b>accessibility</b>	10:19, 10:20	34:1, 57:7,	4:19, 5:13,
49:4	<b>add</b>	59:13	10:6, 10:16,
<b>accessible</b>	28:17	<b>after</b>	12:13, 12:14,
48:24, 49:3,	<b>added</b>	8:22, 9:8,	12:21, 18:8,
58:9	55:18, 55:19,	23:12, 23:16,	18:24, 19:1,
	55:21	23:17, 54:21,	19:17, 21:1,
	<b>addition</b>	54:22, 54:23	21:18, 22:1,
	26:22		

Transcript of Board Meeting  
 Conducted on January 14, 2026

22:14, 22:20, 25:13, 25:16, 25:20, 27:5, 30:12, 31:8, 33:1, 34:20, 35:6, 35:12, 35:15, 37:23, 46:9, 47:9, 48:22, 50:4, 51:5, 51:10, 51:19, 52:7, 52:14, 54:4, 56:13, 56:22, 57:13, 59:20, 59:22, 61:24, 64:6 <b>allotted</b> 28:3 <b>allow</b> 5:7, 60:4 <b>allowed</b> 59:5, 59:10 <b>allows</b> 47:19, 48:14 <b>alluding</b> 17:24 <b>almost</b> 20:16 <b>along</b> 58:11, 59:14 <b>already</b> 12:17, 27:11, 28:17, 38:8, 49:15 <b>also</b> 3:11, 9:11, 16:20, 17:19, 21:8, 23:19, 24:15, 25:13, 25:21, 27:4, 27:12, 30:1, 45:5, 48:11, 48:14, 48:21, 50:15, 52:16, 55:20, 56:24, 57:2, 59:16 <b>alums</b> 53:17	<b>always</b> 22:8, 23:15, 28:13 <b>amazing</b> 60:14 <b>amending</b> 43:17 <b>amendments</b> 45:3 <b>america</b> 13:19, 14:8, 17:9, 17:11, 18:1, 43:15 <b>america's</b> 18:16 <b>among</b> 14:5 <b>amount</b> 9:2, 48:19, 50:12, 50:23 <b>amounts</b> 58:12 <b>analyzing</b> 16:21 <b>another</b> 19:19, 28:5 <b>answer</b> 10:21, 26:17, 54:10 <b>any</b> 13:7, 26:17, 28:11, 33:9, 33:10, 43:1, 54:10, 54:12, 54:15, 55:13, 56:3, 56:14, 61:3, 62:14, 64:11 <b>anybody</b> 60:12 <b>anyone</b> 62:10 <b>anything</b> 19:23, 54:13, 61:9 <b>anyway</b> 19:21 <b>apartment</b> 60:13, 61:7,	61:9 <b>appalled</b> 10:8 <b>applaud</b> 14:13 <b>apply</b> 26:20, 54:3 <b>appreciate</b> 11:5, 14:18, 18:20, 19:11, 31:8, 31:11, 34:2, 34:18, 35:24, 36:8, 36:17, 37:14 <b>appreciated</b> 15:22 <b>appreciates</b> 30:24 <b>approach</b> 33:15, 36:18, 38:3 <b>approached</b> 8:24 <b>approaching</b> 36:8 <b>approval</b> 38:17, 45:8 <b>approve</b> 31:23, 38:19, 42:1, 45:13 <b>approved</b> 31:15, 31:19, 32:18, 39:1, 42:7, 43:9, 45:7, 45:18 <b>approving</b> 43:18 <b>april</b> 15:17 <b>architecture</b> 60:14 <b>area</b> 30:6, 31:10, 50:14, 58:19, 59:21 <b>areas</b> 58:1, 60:8 <b>around</b> 6:3, 27:24,	28:18, 28:20, 28:21, 28:22, 30:3, 33:16, 33:21, 34:1, 47:21, 48:4, 50:19, 51:4, 51:6, 54:13, 55:9, 55:19, 55:21, 57:13, 57:17, 57:20, 58:16, 58:23, 59:8, 59:14 <b>asap</b> 48:23, 49:7 <b>ashland</b> 27:16 <b>aside</b> 30:4 <b>asked</b> 10:12, 55:13 <b>asking</b> 6:15, 10:8 <b>asks</b> 14:10 <b>aspect</b> 23:6, 26:23 <b>assignment</b> 44:11 <b>assist</b> 38:1 <b>assistance</b> 37:23, 56:10 <b>associated</b> 60:2 <b>assumption</b> 44:11 <b>attend</b> 24:7, 26:11 <b>attended</b> 24:12, 53:10, 54:18 <b>audit</b> 43:7, 45:11 <b>authorities</b> 27:3 <b>authority</b> 1:1, 2:4, 5:16, 43:23, 44:6
--	--	---	---

Transcript of Board Meeting  
 Conducted on January 14, 2026

<p><b>authority's</b> 45:3</p> <p><b>authorizing</b> 43:13, 43:21, 44:2, 44:3, 44:8, 44:11, 44:18, 44:22, 45:2</p> <p><b>available</b> 57:23, 62:2</p> <p><b>avenue</b> 44:14, 44:21, 50:8</p> <p><b>awarded</b> 15:2</p> <p><b>awareness</b> 6:3, 6:19</p> <p><b>awe</b> 22:8</p> <hr/> <p style="text-align: center;"><b>B</b></p> <hr/> <p><b>back</b> 10:21, 32:11, 49:5, 49:18, 50:5, 51:1, 52:23, 58:18</p> <p><b>bad</b> 34:12</p> <p><b>baker</b> 3:14, 39:18, 39:20, 41:21</p> <p><b>bank</b> 43:15</p> <p><b>banner</b> 25:6</p> <p><b>barclay</b> 3:3, 4:2, 4:10, 4:11, 4:18, 4:23, 5:2, 21:18, 29:3, 37:13, 38:11, 39:7, 39:8, 39:16, 39:20, 39:24, 40:14, 40:15, 40:24, 41:12, 41:13, 41:24, 42:14, 42:15, 42:23,</p>	<p>43:3, 43:5, 45:12, 45:24, 46:1, 46:13, 46:15, 56:16, 62:10, 62:15, 62:17, 63:7, 63:8, 63:15, 63:17</p> <p><b>based</b> 48:5, 55:1</p> <p><b>bears</b> 13:13, 25:14, 25:17</p> <p><b>beautiful</b> 13:6, 52:24, 57:1, 60:14</p> <p><b>because</b> 10:3, 11:23, 19:18, 20:5, 20:11, 34:13, 38:1, 48:23, 49:12, 50:20, 53:2, 55:4, 58:23, 61:18, 62:1</p> <p><b>been</b> 5:10, 9:18, 13:10, 14:2, 15:24, 16:4, 16:18, 16:19, 18:12, 18:21, 19:7, 21:10, 27:22, 28:14, 28:17, 37:22, 38:22, 40:5, 41:4, 42:5, 45:16, 47:4, 47:12, 49:16, 50:22, 55:14, 58:1, 58:2, 58:10, 58:17, 59:3, 61:15, 62:23</p> <p><b>before</b> 1:1, 2:12, 7:1, 28:20, 36:4, 62:18, 64:3</p> <p><b>beginning</b> 31:22</p>	<p><b>begun</b> 27:11</p> <p><b>behalf</b> 21:13</p> <p><b>behave</b> 34:7</p> <p><b>behind</b> 29:12</p> <p><b>being</b> 22:6, 28:19, 34:9, 34:10, 36:18, 48:16, 51:16, 52:10, 57:22, 60:24</p> <p><b>beneficial</b> 53:1</p> <p><b>benefits</b> 13:20, 13:24, 18:9</p> <p><b>bernard</b> 3:4</p> <p><b>best</b> 35:8, 64:7</p> <p><b>better</b> 17:22, 23:11, 55:9, 55:10</p> <p><b>between</b> 9:2, 10:7, 17:13, 44:14</p> <p><b>bicchieri</b> 17:1, 17:2, 17:4, 17:5</p> <p><b>bid</b> 47:22</p> <p><b>bids</b> 14:11</p> <p><b>big</b> 31:2, 49:20, 50:17, 50:22, 51:2</p> <p><b>bigger</b> 62:8</p> <p><b>biggest</b> 49:11, 49:23, 61:18</p> <p><b>bikes</b> 57:1</p> <p><b>bill</b> 46:17, 46:21,</p>	<p>53:9</p> <p><b>bit</b> 61:1, 61:13</p> <p><b>black</b> 15:13, 17:20, 20:8, 20:10, 20:22</p> <p><b>bless</b> 13:8</p> <p><b>blind</b> 10:11</p> <p><b>blue</b> 10:3, 28:21</p> <p><b>board</b> 1:1, 1:7, 2:1, 3:2, 4:4, 4:19, 5:16, 10:9, 10:13, 10:22, 11:10, 15:16, 16:8, 21:9, 21:10, 23:4, 24:21, 24:23, 27:8, 30:24, 37:16, 38:17, 38:24, 40:6, 41:5, 41:21, 42:24, 43:1, 43:4, 45:8, 56:7, 62:18, 62:19</p> <p><b>board's</b> 16:11</p> <p><b>bob</b> 19:10</p> <p><b>bodies</b> 37:24</p> <p><b>bond</b> 44:3, 46:8</p> <p><b>bonding</b> 55:15, 56:11</p> <p><b>bonds</b> 11:7, 44:9</p> <p><b>boon</b> 60:17</p> <p><b>both</b> 30:14, 30:20, 34:6, 56:8</p> <p><b>braille</b> 10:16</p>
--	--	---	---

Transcript of Board Meeting  
 Conducted on January 14, 2026

<p><b>brand-new</b> 52:7</p> <p><b>brick</b> 50:2, 50:24</p> <p><b>brickwork</b> 50:4</p> <p><b>brief</b> 35:14</p> <p><b>briefing</b> 31:9</p> <p><b>briefings</b> 27:22, 29:21</p> <p><b>bring</b> 16:8, 25:18, 47:21, 47:23, 49:5</p> <p><b>brings</b> 25:20</p> <p><b>broadly</b> 27:6</p> <p><b>brokering</b> 60:3, 60:18</p> <p><b>brought</b> 15:1, 55:1</p> <p><b>brown</b> 8:14, 17:20, 47:2, 49:14, 49:17, 57:9, 57:13, 58:5, 58:10, 58:23, 59:14, 60:9, 61:16, 61:17, 61:19</p> <p><b>budget</b> 26:24, 43:7, 45:11</p> <p><b>build</b> 17:13, 28:23, 33:18, 33:21, 47:7, 47:8, 47:13, 47:19, 47:23, 47:24, 48:14, 50:5</p> <p><b>building</b> 33:22, 33:23, 51:1, 56:6, 60:13, 60:16, 60:17</p>	<p><b>buildings</b> 61:7, 61:9</p> <p><b>built</b> 30:17, 51:16, 51:20</p> <p><b>bulbs</b> 52:2</p> <p><b>bulls</b> 25:2, 25:3</p> <p><b>bunch</b> 13:2</p> <p><b>burden</b> 38:2</p> <p><b>burns</b> 20:16, 20:17</p> <p><b>bus</b> 11:21, 11:22, 11:23, 12:2, 23:1, 23:2, 45:4, 49:2, 49:3</p> <p><b>buses</b> 11:19, 11:20, 18:4, 22:9, 25:4, 25:14, 25:16</p> <p><b>business</b> 4:24, 21:20, 43:6, 46:16, 50:14, 53:14, 53:21, 62:12, 62:13, 62:14, 62:16, 62:18</p> <p><b>businesses</b> 34:2, 53:11, 54:5, 56:6, 57:8</p> <p><b>bypass</b> 59:21</p> <hr/> <p style="text-align: center;"><b>C</b></p> <hr/> <p><b>c) (</b> 39:23</p> <p><b>california</b> 23:10</p> <p><b>call</b> 4:3, 4:5, 6:4, 6:5, 6:13, 10:12, 20:2, 26:1, 34:22,</p>	<p>39:2, 40:9, 41:7, 42:9, 45:19, 61:22, 63:2</p> <p><b>called</b> 9:16, 14:9, 24:3</p> <p><b>calm</b> 20:20</p> <p><b>came</b> 10:21, 19:22, 36:13, 52:23</p> <p><b>cameras</b> 12:22, 12:23</p> <p><b>can't</b> 8:21, 18:22, 32:10, 32:20, 48:7</p> <p><b>cap</b> 62:6</p> <p><b>capacity</b> 49:15, 58:5, 58:13, 58:22, 61:16, 61:17, 61:19, 61:21</p> <p><b>capital</b> 43:19</p> <p><b>carbon</b> 21:15, 44:23</p> <p><b>card</b> 25:5</p> <p><b>career</b> 53:12</p> <p><b>cars</b> 12:3, 62:2</p> <p><b>case</b> 64:12</p> <p><b>caught</b> 12:17</p> <p><b>causing</b> 61:11</p> <p><b>cdot</b> 50:11</p> <p><b>ceiling</b> 52:13</p> <p><b>celebrate</b> 23:23, 25:2, 25:17</p>	<p><b>celebration</b> 53:16</p> <p><b>celebratory</b> 25:9</p> <p><b>center</b> 17:11, 22:6, 25:11, 44:19</p> <p><b>ceremony</b> 25:10</p> <p><b>certainly</b> 36:4, 38:8</p> <p><b>certainty</b> 23:24, 24:9, 32:22</p> <p><b>certificate</b> 64:1</p> <p><b>certified</b> 2:12, 64:2</p> <p><b>certify</b> 64:5</p> <p><b>cessation</b> 21:15</p> <p><b>cetera</b> 35:15</p> <p><b>chair</b> 8:14</p> <p><b>chairman</b> 3:3, 3:4, 4:2, 4:10, 4:11, 4:18, 4:23, 5:2, 7:4, 21:18, 21:23, 29:3, 30:24, 37:13, 38:11, 39:7, 39:8, 39:16, 39:20, 39:24, 40:14, 40:15, 40:24, 41:12, 41:13, 41:24, 42:14, 42:15, 42:23, 43:3, 43:5, 45:11, 45:12, 45:24, 46:1, 46:13, 46:15, 56:16, 62:10, 62:15, 62:17, 63:7, 63:8, 63:15,</p>
---	--	--	--

Transcript of Board Meeting  
 Conducted on January 14, 2026

<p>63:17  <b>challenge</b>                      50:22  <b>challenges</b>                      29:17, 30:5,                      38:13, 61:19  <b>challenging</b>                      58:19  <b>changes</b>                      22:9, 23:9  <b>charged</b>                      15:23  <b>chicago</b>                      1:1, 1:8, 2:4,                      2:7, 4:3, 5:16,                      6:8, 8:6, 13:5,                      14:1, 14:19,                      15:12, 17:18,                      18:9, 25:2,                      25:18, 28:9,                      37:5, 43:16,                      43:23, 44:5,                      44:21, 57:3,                      57:11, 59:19,                      62:19  <b>chicago's</b>                      15:6, 16:13,                      17:22, 18:7,                      19:1  <b>chief</b>                      11:7, 19:18,                      20:19, 46:17,                      46:21  <b>cicero</b>                      23:10  <b>city</b>                      7:23, 13:7,                      22:10, 23:14,                      25:19, 29:11,                      37:10, 59:8,                      59:19, 60:1  <b>city's</b>                      14:3, 18:4,                      59:3  <b>civic</b>                      10:10, 34:19  <b>clark</b>                      9:11</p>	<p><b>class</b>                      7:10, 8:20,                      54:21, 54:22  <b>classes</b>                      54:21, 55:1,                      55:18  <b>clean</b>                      12:8  <b>cleaner</b>                      13:6  <b>cleared</b>                      22:7  <b>close</b>                      17:2, 61:8  <b>closed</b>                      41:22, 42:1,                      42:6  <b>closely</b>                      13:22  <b>closing</b>                      27:21  <b>closure</b>                      52:21  <b>co-convening</b>                      35:16  <b>co-promotional</b>                      43:14  <b>coalition</b>                      14:9, 15:15,                      17:9, 21:13,                      21:14  <b>code</b>                      28:21  <b>cold</b>                      29:12  <b>collaboration</b>                      35:9  <b>collaborative</b>                      34:10, 35:19,                      36:22  <b>colleagues</b>                      31:5  <b>collecting</b>                      15:23  <b>college</b>                      23:14  <b>colleges</b>                      9:24</p>	<p><b>combined</b>                      56:23  <b>come</b>                      8:14, 11:10,                      12:20, 24:4,                      26:14, 32:11,                      48:6, 48:7,                      62:18  <b>comed</b>                      52:9, 52:10  <b>comfort</b>                      52:4  <b>coming</b>                      9:6, 11:5,                      25:9, 27:4,                      35:4, 35:7,                      37:11, 38:12,                      55:6, 55:7  <b>commemorate</b>                      25:7  <b>commemorative</b>                      25:5  <b>commend</b>                      31:8  <b>comment</b>                      5:4, 11:13,                      15:16, 37:14  <b>comments</b>                      4:24, 5:3,                      6:24, 21:9,                      21:16, 21:19,                      31:5  <b>commitment</b>                      14:18, 30:20,                      49:9  <b>commitments</b>                      14:11, 14:22,                      14:23, 15:6,                      15:19, 16:4,                      18:2, 18:14,                      18:18  <b>committed</b>                      31:1  <b>committee</b>                      43:6, 43:8,                      43:10, 43:11,                      45:5, 45:7  <b>communicate</b>                      34:8</p>	<p><b>communication</b>                      13:10  <b>communities</b>                      14:1, 14:19,                      15:7, 16:14,                      19:2, 20:11,                      30:18, 57:2,                      58:11, 58:16,                      59:4, 59:7,                      59:15, 60:10,                      61:12  <b>community</b>                      6:10, 13:20,                      13:23, 14:14,                      14:17, 27:18,                      33:24, 35:10,                      36:2, 44:19,                      47:11, 50:17,                      53:21, 57:9,                      57:21, 57:24  <b>companies</b>                      14:10, 15:2  <b>company</b>                      9:17, 9:20  <b>company's</b>                      14:21, 15:5  <b>compete</b>                      55:3, 55:10,                      55:15, 56:11  <b>complete</b>                      47:22  <b>completed</b>                      6:16, 31:13,                      54:2  <b>completing</b>                      53:24  <b>complex</b>                      29:19, 55:4,                      55:11  <b>component</b>                      38:9  <b>components</b>                      48:15  <b>concept</b>                      47:20, 48:1  <b>concern</b>                      11:19  <b>concerned</b>                      20:10</p>
---	---	--	--

Transcript of Board Meeting  
 Conducted on January 14, 2026

<p><b>concerning</b>                  21:12, 21:14,                  46:7, 54:17  <b>concerns</b>                  15:1, 15:10,                  15:18, 15:22,                  34:8  <b>concession</b>                  57:14, 57:17  <b>concluded</b>                  63:19  <b>concludes</b>                  21:16, 45:10,                  54:9  <b>conclusion</b>                  48:6  <b>concrete</b>                  51:11, 51:13,                  52:19, 52:22  <b>conduct</b>                  28:21  <b>conducted</b>                  28:19  <b>confidence</b>                  30:14  <b>conflict</b>                  46:9  <b>congrats</b>                  33:13  <b>connect</b>                  7:24, 11:8,                  13:12, 56:8  <b>connection</b>                  53:16  <b>consequential</b>                  30:15  <b>consider</b>                  6:16  <b>consideration</b>                  6:22  <b>construction</b>                  20:13, 46:16,                  48:17  <b>consumptive</b>                  52:1  <b>contact</b>                  16:19  <b>contacted</b>                  21:5</p>	<p><b>containing</b>                  60:6  <b>contents</b>                  28:11  <b>context</b>                  35:1  <b>continue</b>                  13:11, 16:10,                  16:21, 18:23,                  19:8, 21:5,                  22:21, 23:6,                  23:23, 24:14,                  24:21, 26:8,                  26:16, 28:10,                  28:23, 57:16  <b>continued</b>                  14:14, 18:20,                  24:15, 30:22  <b>continues</b>                  9:9, 23:5,                  23:17, 53:20  <b>contract</b>                  47:10  <b>contracting</b>                  47:9, 53:12  <b>contractors</b>                  20:22, 55:8  <b>contracts</b>                  14:12, 15:3,                  15:18, 45:5,                  45:6, 45:9  <b>control</b>                  22:6  <b>convene</b>                  34:21  <b>convening</b>                  35:16  <b>conversation</b>                  19:19, 58:4,                  58:23  <b>conversations</b>                  19:7, 21:6,                  38:7, 38:10,                  55:9  <b>coordinated</b>                  36:18  <b>coordinating</b>                  27:10</p>	<p><b>coordination</b>                  50:10, 57:21  <b>copper</b>                  60:14  <b>core</b>                  23:3  <b>corliss</b>                  44:21  <b>corporate</b>                  43:24  <b>corporation</b>                  44:13, 44:19  <b>correct</b>                  64:6  <b>correspondence</b>                  28:6  <b>corridor</b>                  27:17  <b>cost</b>                  48:3, 54:5  <b>costing</b>                  48:12, 48:13  <b>could</b>                  5:6, 27:1,                  51:23, 53:1,                  62:5  <b>counsel</b>                  3:14, 40:2,                  40:8, 64:10  <b>count</b>                  35:21  <b>counties</b>                  37:18  <b>country</b>                  13:7  <b>county</b>                  24:17, 37:17  <b>couple</b>                  9:12  <b>course</b>                  34:13  <b>cover</b>                  54:14  <b>covered</b>                  27:22  <b>create</b>                  6:2, 6:12,                  59:13, 60:11</p>	<p><b>created</b>                  6:1, 15:8, 59:7  <b>creating</b>                  33:24, 34:3,                  35:16, 35:22  <b>creation</b>                  17:16  <b>crime</b>                  30:5  <b>crisis</b>                  26:5  <b>criteria</b>                  60:1  <b>csr</b>                  1:22  <b>cta</b>                  3:13, 6:7,                  6:11, 6:15,                  6:19, 8:22,                  10:18, 11:4,                  11:19, 14:1,                  14:7, 15:1,                  15:3, 15:21,                  15:23, 16:6,                  17:21, 17:23,                  18:5, 18:20,                  20:7, 20:12,                  22:12, 24:1,                  25:17, 27:1,                  27:11, 28:12,                  37:19, 38:2,                  53:13, 54:6,                  55:5  <b>cta's</b>                  14:13, 14:18,                  18:3, 18:12,                  44:24  <b>curb</b>                  51:12, 51:15  <b>curie</b>                  5:6, 5:8, 5:23,                  7:7, 7:10, 8:19  <b>curious</b>                  57:5, 57:6  <b>current</b>                  15:19, 27:14  <b>currently</b>                  25:1</p>
---	---	---	---

Transcript of Board Meeting  
 Conducted on January 14, 2026

<p><b>customer</b> 49:12, 49:20</p> <p><b>customers</b> 49:13</p> <p><b>cycle</b> 49:9</p> <hr/> <p style="text-align: center;"><b>D</b></p> <hr/> <p><b>daley</b> 23:14</p> <p><b>dance</b> 5:11, 5:24</p> <p><b>dark</b> 15:7</p> <p><b>data</b> 55:13</p> <p><b>day</b> 4:20, 6:11, 12:8, 30:8, 30:19, 32:23, 48:12, 63:18, 64:15</p> <p><b>days</b> 28:7</p> <p><b>deadline</b> 26:20</p> <p><b>deadlines</b> 35:7</p> <p><b>deal</b> 59:23, 62:5</p> <p><b>deals</b> 48:18</p> <p><b>debt</b> 43:24</p> <p><b>decades</b> 11:4</p> <p><b>december</b> 15:16, 19:16, 19:22, 24:2, 24:11, 27:22, 28:1, 28:4, 38:18, 38:24, 41:23, 42:2, 42:7, 43:9, 53:10, 53:13</p> <p><b>dedicated</b> 27:14</p> <p><b>dedication</b> 30:23</p>	<p><b>deeply</b> 29:14, 30:24</p> <p><b>deficiencies</b> 32:5</p> <p><b>degradation</b> 50:3</p> <p><b>deliver</b> 30:19</p> <p><b>delivering</b> 29:9</p> <p><b>delivery</b> 43:21, 44:4</p> <p><b>demand</b> 59:2</p> <p><b>demanding</b> 29:5</p> <p><b>demo</b> 52:14</p> <p><b>demonstrate</b> 35:8</p> <p><b>dense</b> 59:7, 61:7</p> <p><b>density</b> 58:17</p> <p><b>department</b> 5:24, 16:20, 28:9</p> <p><b>deputy</b> 3:14</p> <p><b>derrick</b> 25:3, 25:7</p> <p><b>design</b> 47:7, 47:8, 47:13, 47:19, 47:21, 47:22, 47:24, 48:11</p> <p><b>desperately</b> 34:24</p> <p><b>despite</b> 22:18</p> <p><b>destinations</b> 23:11</p> <p><b>deteriorates</b> 51:6</p> <p><b>develop</b> 62:6</p> <p><b>developed</b> 27:18, 51:9</p>	<p><b>development</b> 8:6, 17:15, 26:23, 27:3, 27:13, 33:17, 33:20, 44:12, 44:13, 44:19, 48:11, 50:15, 58:19, 59:2, 59:8, 59:10, 59:24</p> <p><b>devise</b> 14:4</p> <p><b>dialogue</b> 35:20</p> <p><b>dick</b> 44:12</p> <p><b>different</b> 6:6, 17:14, 34:16, 55:1, 55:8</p> <p><b>difficult</b> 29:15, 29:20</p> <p><b>direct</b> 9:15</p> <p><b>direction</b> 64:10</p> <p><b>directive</b> 28:2</p> <p><b>directly</b> 16:8, 29:23, 49:2, 54:12, 61:6</p> <p><b>directors</b> 21:24, 27:21, 46:23</p> <p><b>discuss</b> 16:22</p> <p><b>discussing</b> 54:12</p> <p><b>discussions</b> 30:2</p> <p><b>disk</b> 8:15</p> <p><b>display</b> 25:14</p> <p><b>disruptive</b> 26:6</p> <p><b>diversification</b> 59:14</p>	<p><b>diversity</b> 14:5, 46:18, 46:24, 54:7</p> <p><b>dodge</b> 23:10</p> <p><b>doing</b> 6:4, 12:18, 13:1, 19:16, 47:13</p> <p><b>dollars</b> 9:20, 13:24, 18:8</p> <p><b>donald</b> 11:7</p> <p><b>done</b> 9:19, 47:17, 57:19, 64:7</p> <p><b>door</b> 56:24</p> <p><b>doubts</b> 34:5</p> <p><b>down</b> 20:17, 20:18, 20:20, 22:11, 50:4</p> <p><b>downtown</b> 22:12</p> <p><b>dr</b> 3:4</p> <p><b>drawings</b> 47:20, 48:1</p> <p><b>drive</b> 12:1, 53:20</p> <p><b>drivers</b> 11:21</p> <p><b>driving</b> 58:5</p> <p><b>dropped</b> 52:13</p> <p><b>due</b> 16:5, 46:8</p> <p><b>during</b> 29:11, 30:20, 31:9, 38:13, 53:22</p> <p><b>dwells</b> 51:14</p> <p><b>dynamics</b> 24:21, 30:2</p>
--	---	--	---

Transcript of Board Meeting  
 Conducted on January 14, 2026

<b>E</b>			
<b>e-mail</b>	<b>effectively</b>	<b>enclosures</b>	<b>equitable</b>
7:17	29:24	51:5	17:15, 27:2,
<b>e-mailed</b>	<b>effects</b>	<b>encourage</b>	33:20, 59:4,
21:10	55:16	26:18, 34:24,	59:9, 59:23
<b>each</b>	<b>effort</b>	54:2	<b>equity</b>
54:21, 54:22	15:23, 29:8,	<b>end</b>	14:5
<b>eaddy</b>	50:10, 50:21	31:21, 60:21	<b>era</b>
3:5, 4:6, 4:7,	<b>efforts</b>	<b>ended</b>	35:3
31:6, 31:7,	18:20, 25:12,	22:15	<b>escalation</b>
31:17, 32:1,	26:3, 27:8,	<b>enforce</b>	26:6
32:14, 33:1,	29:11, 29:18,	14:23	<b>escalators</b>
38:20, 38:23,	36:11	<b>engage</b>	10:17
39:3, 39:4,	<b>eight</b>	19:8, 26:4	<b>especially</b>
40:3, 40:6,	25:4	<b>engaged</b>	14:19, 17:16,
40:10, 40:11,	<b>eight-car</b>	16:20	31:9, 33:14,
41:2, 41:5,	58:8	<b>engagement</b>	50:20, 55:5
41:8, 41:9,	<b>either</b>	27:23, 28:15,	<b>established</b>
42:3, 42:6,	56:11	35:10, 37:1	55:23
42:10, 42:11,	<b>el</b>	<b>engaging</b>	<b>estimates</b>
45:14, 45:17,	57:20	32:12, 55:8	48:5, 48:8
45:20, 45:21,	<b>electrical</b>	<b>englewood</b>	<b>et</b>
54:16, 55:17,	51:20, 51:21,	21:11	35:15
56:3, 56:13,	52:6, 52:7	<b>enlist</b>	<b>ethnicities</b>
62:21, 62:24,	<b>electricity</b>	37:23	17:14
63:3, 63:4	52:5	<b>enough</b>	<b>etod</b>
<b>earlier</b>	<b>elements</b>	62:2	33:14, 33:19,
43:8	25:9, 51:7	<b>ensure</b>	56:24, 57:7,
<b>early</b>	<b>elevated</b>	16:13, 19:1,	59:5
22:20, 32:2,	50:1	29:22	<b>eve</b>
32:3, 32:8,	<b>elevators</b>	<b>entertain</b>	22:3
32:12, 49:18	10:17, 49:5,	39:24, 40:24,	<b>eve's</b>
<b>easement</b>	51:24	45:13	22:4
44:12	<b>else</b>	<b>entire</b>	<b>even</b>
<b>east</b>	30:16, 62:10	29:8	10:18, 30:4,
61:6	<b>employed</b>	<b>entirely</b>	34:8, 35:6,
<b>easy</b>	64:11	61:7	51:24, 58:19,
16:2	<b>employee</b>	<b>entrance</b>	60:6, 61:24
<b>eats</b>	24:4	22:19	<b>evening</b>
51:23, 52:4	<b>employees</b>	<b>entrances</b>	53:15
<b>echo</b>	12:16, 12:24,	51:4	<b>event</b>
18:15, 37:8,	22:2, 24:7,	<b>envision</b>	22:7, 22:11,
37:13	24:11, 29:13,	31:13, 51:24	24:10, 24:13,
<b>educational</b>	30:15	<b>epoxy</b>	53:22
53:15	<b>employment</b>	52:19, 53:6	<b>events</b>
<b>effective</b>	14:10, 15:5,	<b>equal</b>	24:7, 29:10,
30:11	17:21	17:17	53:11, 54:8
	<b>enclosed</b>	<b>equipment</b>	<b>ever</b>
	50:1, 52:13	9:21, 52:8	30:21, 36:2,

Transcript of Board Meeting  
Conducted on January 14, 2026

<p>47:7, 51:23, 61:4, 61:10 <b>every</b> 6:11, 9:3, 12:8, 30:8, 30:19, 38:4, 58:14 <b>everybody</b> 11:17, 22:10, 37:16, 38:15 <b>everyone</b> 6:17, 24:5, 24:18 <b>everything</b> 12:5, 24:5, 30:16, 33:4, 36:5, 51:22 <b>evolution</b> 47:14, 48:5 <b>exactly</b> 32:10, 32:21 <b>examples</b> 57:22 <b>excellent</b> 13:4 <b>exceptionally</b> 60:8 <b>exchange</b> 34:9, 35:20, 53:19 <b>exchanges</b> 32:23 <b>excited</b> 4:21, 25:8, 25:11, 25:19, 26:9, 33:14, 60:19 <b>exciting</b> 25:18 <b>excuse</b> 9:3 <b>executed</b> 22:3 <b>execution</b> 43:21, 44:4 <b>executive</b> 17:7, 39:17, 39:19, 39:21,</p>	<p>40:1, 40:7 <b>exist</b> 24:21 <b>existing</b> 49:4, 49:8 <b>exists</b> 31:16 <b>expand</b> 61:3 <b>expansion</b> 49:15, 58:6, 58:22 <b>expect</b> 32:8, 35:6 <b>expenditure</b> 49:23 <b>expenditures</b> 51:18 <b>expensive</b> 57:2, 60:9, 60:10 <b>experience</b> 6:5, 11:6, 11:10, 53:23 <b>experiencing</b> 26:4 <b>explicitly</b> 36:12 <b>exposure</b> 51:7, 51:13 <b>expressed</b> 34:5 <b>extend</b> 23:13 <b>extra</b> 34:3</p> <hr/> <p style="text-align: center;"><b>F</b></p> <hr/> <p><b>facade</b> 48:20, 51:2 <b>face</b> 29:17 <b>faces</b> 50:4 <b>facilitating</b> 56:3 <b>facing</b> 49:12, 49:21</p>	<p><b>familiar</b> 10:15 <b>families</b> 6:9, 17:14, 18:7 <b>family</b> 15:13, 17:7 <b>far</b> 31:20 <b>fast</b> 22:19 <b>faster</b> 48:15, 48:16, 51:15 <b>feature</b> 25:6 <b>february</b> 26:21, 31:22 <b>federal</b> 27:24 <b>federation</b> 15:12 <b>feedback</b> 36:9, 55:1 <b>feel</b> 12:2 <b>feeling</b> 35:14 <b>fellow</b> 53:18 <b>festivities</b> 29:10 <b>few</b> 24:24, 25:9, 33:19 <b>field</b> 6:11, 22:5, 24:14 <b>fifth</b> 44:17 <b>fight</b> 17:15, 50:18 <b>figure</b> 9:22 <b>figured</b> 9:5 <b>final</b> 62:12</p>	<p><b>finance</b> 43:7, 43:10, 45:10 <b>financial</b> 56:4, 56:10, 64:12 <b>financially</b> 23:24 <b>find</b> 17:20, 35:17, 35:18 <b>finding</b> 35:22 <b>finish</b> 52:19 <b>fireworks</b> 22:11 <b>firm</b> 55:22 <b>firms</b> 54:1, 56:8 <b>first</b> 4:20, 5:4, 12:20, 15:17, 16:6, 24:10, 31:7, 36:2, 47:6, 47:15, 49:19, 57:22, 59:17 <b>fiscal</b> 43:18 <b>fisher</b> 8:11, 8:12, 8:18, 8:21, 11:2, 11:4, 11:12 <b>five</b> 5:3 <b>flag</b> 26:24 <b>fleets</b> 18:6 <b>floor</b> 2:6, 31:4, 52:19, 52:22, 52:24, 53:6 <b>flooring</b> 52:17</p>
--	---	---	--

Transcript of Board Meeting  
Conducted on January 14, 2026

<p><b>floyd</b> 13:15, 13:16, 13:18, 16:23 <b>focal</b> 47:3 <b>focus</b> 28:13, 30:10, 47:1, 56:1 <b>focused</b> 13:20, 23:21, 28:11, 35:11 <b>folks</b> 26:18 <b>follow</b> 20:24 <b>following</b> 28:5, 43:11 <b>follows</b> 23:16 <b>footage</b> 59:12 <b>ford</b> 23:14 <b>foregoing</b> 64:4, 64:5 <b>foreman</b> 9:19 <b>formally</b> 48:23 <b>forum</b> 28:24 <b>forward</b> 8:14, 18:23, 24:13, 24:19, 25:24, 26:22, 27:9, 29:5, 31:2, 59:8 <b>found</b> 10:18 <b>foundation</b> 30:16, 60:15 <b>founding</b> 17:6 <b>four</b> 9:15, 59:20, 59:22 <b>fourth</b> 44:10</p>	<p><b>frame</b> 28:3, 31:19, 31:24, 58:7 <b>frequent</b> 22:23, 22:24 <b>friday</b> 52:22 <b>front</b> 8:15, 25:14, 29:18, 61:15 <b>frontline</b> 29:13 <b>fronts</b> 51:3 <b>fta</b> 31:22, 34:7, 35:14 <b>fuelle</b> 11:14, 11:16, 11:19, 13:10, 13:13 <b>full</b> 16:14, 19:2, 37:1 <b>fully</b> 48:24, 49:3, 58:9 <b>fun</b> 22:4, 24:24, 25:15 <b>function</b> 61:4 <b>fund</b> 44:1, 44:7 <b>funded</b> 24:3 <b>funding</b> 23:23, 24:8 <b>funds</b> 15:9 <b>further</b> 56:16, 58:18, 62:18 <b>future</b> 24:1, 24:3, 24:9, 24:23, 61:16, 62:5</p> <hr/> <p style="text-align: center;"><b>G</b></p> <hr/> <p><b>gain</b> 58:12</p>	<p><b>gainful</b> 17:21 <b>gaps</b> 15:4, 16:3, 18:17 <b>garages</b> 53:6 <b>garbage</b> 12:7, 12:9, 12:12, 12:14, 12:21, 13:2 <b>gathering</b> 36:3 <b>gatherings</b> 24:4 <b>gave</b> 31:9 <b>general</b> 3:14 <b>generational</b> 18:5 <b>gentleman</b> 20:6 <b>georgette</b> 3:15, 4:5, 5:1, 7:4, 43:1, 62:14 <b>getting</b> 9:16, 30:9, 37:10, 48:15 <b>give</b> 7:12 <b>given</b> 11:14, 21:22, 56:7, 64:6 <b>gives</b> 24:1 <b>glass</b> 51:4, 51:5 <b>go</b> 6:7, 9:4, 10:13, 13:13, 19:20, 25:14, 25:16, 29:14, 49:22, 52:10, 61:5 <b>goal</b> 6:17, 49:4 <b>goals</b> 48:22, 49:7,</p>	<p>59:24, 60:7 <b>god</b> 13:8, 19:12 <b>goes</b> 34:3, 56:5 <b>going</b> 9:24, 10:1, 11:8, 11:14, 19:20, 20:3, 20:19, 20:24, 21:1, 28:15, 34:15, 35:5, 36:24, 37:3, 50:11, 55:12 <b>gomez</b> 5:10, 5:21 <b>good</b> 4:2, 11:15, 11:16, 13:16, 13:17, 14:22, 17:4, 17:16, 17:23, 18:2, 18:10, 18:14, 19:13, 21:24, 28:12, 46:20, 46:23 <b>goods</b> 18:4 <b>gotten</b> 9:3, 55:2 <b>governor's</b> 34:19 <b>governors's</b> 24:17 <b>graduate</b> 7:6, 8:19 <b>graduates</b> 53:18, 53:22, 54:20, 55:2, 55:13 <b>great</b> 8:7, 8:16, 23:8, 25:22, 29:9, 33:10, 36:16, 50:9, 63:18 <b>greatest</b> 38:13</p>
--	--	--	---

Transcript of Board Meeting  
Conducted on January 14, 2026

<p><b>greenlee</b> 3:15, 4:6, 4:8, 4:10, 4:12, 4:14, 4:16, 4:18, 5:2, 5:15, 6:23, 7:11, 7:15, 8:7, 8:10, 8:13, 11:1, 11:13, 11:18, 13:14, 13:17, 16:24, 17:3, 19:9, 19:13, 21:8, 31:6, 33:3, 33:7, 33:12, 37:7, 38:22, 39:5, 39:7, 39:9, 39:11, 39:13, 39:15, 40:5, 40:12, 40:14, 40:16, 40:18, 40:20, 40:22, 41:4, 41:10, 41:12, 41:14, 41:16, 41:18, 41:20, 42:5, 42:12, 42:14, 42:16, 42:18, 42:20, 42:22, 43:3, 45:16, 45:22, 45:24, 46:2, 46:4, 46:11, 46:13, 54:15, 56:14, 56:20, 62:15, 62:23, 63:5, 63:7, 63:9, 63:11, 63:13, 63:15 <b>ground</b> 50:5, 51:11 <b>groups</b> 17:8 <b>grow</b> 23:7, 23:17, 58:17, 58:18 <b>grown</b> 58:11</p>	<p><b>growth</b> 22:16, 53:21, 53:23, 58:5, 58:20 <b>guarantee</b> 10:3 <b>guess</b> 20:2, 59:16 <b>guys</b> 19:16, 19:22</p> <hr style="width: 50%; margin: auto;"/> <p style="text-align: center;"><b>H</b></p> <hr style="width: 50%; margin: auto;"/> <p><b>half</b> 8:22, 11:23, 17:5, 17:6 <b>hand</b> 17:10, 64:15 <b>handicap</b> 11:24 <b>handicapped</b> 11:20, 12:3 <b>handicappers</b> 12:1 <b>handicaps</b> 11:21 <b>happen</b> 10:2, 19:23, 29:12 <b>happening</b> 13:2, 23:2, 36:14 <b>happens</b> 33:5, 34:16, 36:19 <b>happy</b> 11:15, 11:16, 13:4, 21:24, 24:12, 54:10 <b>hard</b> 9:21, 17:18 <b>hardest</b> 30:21 <b>heading</b> 24:1 <b>headline</b> 57:4 <b>headquarters</b> 24:10, 53:14</p>	<p><b>headway</b> 36:3 <b>health</b> 26:4 <b>hear</b> 5:13, 7:2, 7:24, 11:9, 26:12 <b>heard</b> 5:7, 9:12, 9:13, 20:7, 20:18, 20:21 <b>hearing</b> 20:23 <b>heavy</b> 60:1 <b>held</b> 2:1, 26:10 <b>help</b> 6:5, 6:7, 6:13, 6:14, 9:6, 10:9, 20:4 <b>helpful</b> 16:1 <b>here</b> 4:7, 4:9, 4:11, 4:13, 4:17, 4:19, 8:12, 9:6, 9:18, 11:5, 11:8, 18:15, 19:16, 19:22, 35:5, 36:6, 36:19, 50:6, 50:23, 51:15, 52:6, 52:9, 52:11, 52:13, 52:16, 54:17 <b>hereby</b> 64:4 <b>hereunto</b> 64:14 <b>hi</b> 5:19, 5:21, 5:22 <b>high</b> 5:6, 5:8, 5:23, 7:22, 8:19, 9:23, 14:2,</p>	<p>30:21 <b>highlight</b> 23:19, 25:1, 25:21, 52:16, 59:16 <b>highlights</b> 27:14 <b>history</b> 36:1 <b>hitch</b> 22:13 <b>hold</b> 24:14 <b>holding</b> 5:5, 36:2 <b>holiday</b> 29:9 <b>home</b> 27:12, 53:5 <b>homes</b> 34:2 <b>homework</b> 20:23 <b>hope</b> 6:18, 23:6 <b>hopefully</b> 6:16 <b>hoping</b> 10:22 <b>hosted</b> 53:10, 53:14 <b>hosting</b> 53:24, 54:7 <b>hotline</b> 6:4 <b>hour</b> 11:23 <b>housing</b> 26:5, 57:8, 59:13 <b>however</b> 14:21, 16:2, 18:14, 30:3 <b>hub</b> 27:10 <b>huge</b> 50:12, 50:18, 50:23, 51:18,</p>
---	--	---	--

Transcript of Board Meeting  
 Conducted on January 14, 2026

52:18 <b>hundred-plus</b> 60:13 <b>hung</b> 25:6 <hr/> <p style="text-align: center;"><b>I</b></p> <hr/> <b>idea</b> 8:7, 37:11 <b>ideas</b> 53:19 <b>ilcs</b> 39:22 <b>illinois</b> 1:8, 2:7, 2:13, 39:21, 44:16 <b>immediately</b> 23:16 <b>immigrant</b> 17:19 <b>impact</b> 34:7, 61:23 <b>impacts</b> 18:6, 61:11 <b>implementation</b> 27:17 <b>important</b> 6:7, 6:10, 28:13, 30:12, 30:23, 34:13 <b>imposed</b> 35:19 <b>improvement</b> 43:19, 49:21 <b>improvements</b> 54:24, 56:24 <b>in-person</b> 19:9 <b>inc</b> 21:15, 44:24 <b>incapacities</b> 59:11 <b>incidents</b> 29:16 <b>includes</b> 55:23, 55:24 <b>including</b> 15:11, 18:4,	27:15 <b>income</b> 17:13 <b>increase</b> 52:2 <b>increases</b> 30:10, 55:14, 55:15, 59:12 <b>indentures</b> 43:22, 44:5 <b>indicating</b> 28:6 <b>indicators</b> 36:24 <b>individual</b> 52:1 <b>industrial</b> 53:4 <b>industry</b> 47:9, 47:22 <b>inform</b> 6:17 <b>information</b> 7:6, 7:11, 7:14, 7:16, 15:24, 26:10, 26:14, 26:15, 31:12 <b>informed</b> 53:11 <b>infrastructure</b> 46:17, 46:21 <b>initiative</b> 23:4, 24:2, 26:12 <b>initiatives</b> 21:12, 27:15, 28:1 <b>innovation</b> 25:22, 26:2, 26:19, 45:1, 53:20 <b>inside</b> 52:11 <b>inspiration</b> 53:16 <b>inspire</b> 22:22	<b>inspiring</b> 22:8 <b>installed</b> 10:15 <b>installing</b> 52:15 <b>institutionalize</b> 27:1 <b>intend</b> 52:2 <b>intent</b> 34:6 <b>intention</b> 51:22 <b>interest</b> 46:9, 64:12 <b>interested</b> 26:18, 60:12 <b>interesting</b> 50:19 <b>internal</b> 24:3 <b>internally</b> 23:21 <b>intervals</b> 10:7 <b>introducing</b> 20:15 <b>investment</b> 23:17, 49:20, 50:12, 50:23, 58:4, 58:16, 59:4, 59:6 <b>investments</b> 15:9, 18:6, 18:9, 22:21, 23:15 <b>inviting</b> 27:7 <b>involved</b> 18:12, 19:7 <b>isabella</b> 44:14 <b>ish</b> 58:7 <b>israel</b> 19:10, 19:11, 19:14, 19:15,	21:4, 21:7 <b>issuance</b> 44:2, 44:8 <b>issue</b> 15:17, 16:8, 16:12, 18:22, 25:15, 28:13, 29:19, 31:11, 37:19, 37:20, 43:23, 44:6 <b>issues</b> 13:12, 16:3, 16:21 <b>italian</b> 17:5 <b>item</b> 39:17, 41:21, 42:24, 46:6 <b>items</b> 46:9 <b>itself</b> 48:18 <hr/> <p style="text-align: center;"><b>J</b></p> <hr/> <b>jakes</b> 3:4, 4:8, 4:9, 7:1, 7:4, 7:10, 7:15, 7:20, 8:2, 8:20, 33:3, 33:4, 39:5, 39:6, 40:12, 40:13, 41:10, 41:11, 42:12, 42:13, 43:7, 43:8, 45:22, 45:23, 63:5, 63:6 <b>january</b> 1:9, 4:4, 26:17, 62:20, 64:16 <b>jersey</b> 25:2 <b>jha</b> 3:8, 4:16, 4:17, 37:7, 37:8, 39:13, 39:14, 40:20,
--	--	--	--

Transcript of Board Meeting  
 Conducted on January 14, 2026

40:21, 41:18, 41:19, 42:20, 42:21, 46:11, 46:12, 63:13, 63:14 <b>jma</b> 14:24 <b>job</b> 1:20, 13:4, 16:3, 17:16, 18:2, 18:16, 18:17, 20:11, 25:16, 47:7 <b>jobs</b> 13:19, 13:21, 14:4, 14:8, 14:11, 15:3, 15:8, 17:9, 17:10, 17:11, 17:17, 18:1, 18:9, 18:10 <b>john</b> 20:16, 20:17, 21:10 <b>joined</b> 46:22 <b>jones</b> 21:11 <b>jose</b> 17:1, 17:5 <b>journal</b> 57:3 <b>joyful</b> 24:12 <b>juan</b> 19:23, 20:3, 20:15 <b>juanpablo</b> 16:19, 46:18, 46:24, 53:8 <b>jump</b> 38:14 <b>jury</b> 47:16	<b>keep</b> 12:18, 13:1, 24:21, 28:10, 28:24, 33:8, 34:13 <b>key</b> 23:11, 24:15, 52:16 <b>kick</b> 22:1, 23:21 <b>kicked</b> 24:2 <b>kim</b> 7:22, 8:4 <b>kimball</b> 60:21, 60:23, 61:6, 61:8, 61:10 <b>kind</b> 10:21, 20:18, 47:3, 47:14, 47:19, 48:3, 48:6, 48:9, 48:12, 48:13, 49:16, 50:17, 50:19, 51:2, 51:4, 51:21, 52:18, 53:5, 53:6, 54:17, 55:22, 55:23, 57:18, 57:22, 58:1, 58:18, 60:5, 60:7 <b>king</b> 19:10, 19:13 <b>know</b> 6:6, 10:18, 11:21, 12:11, 13:10, 14:21, 16:2, 16:18, 17:20, 18:8, 19:6, 19:17, 20:21, 22:8, 24:18, 28:1, 28:18, 35:17, 36:1, 38:12, 57:5, 61:11 <b>knows</b> 22:10, 38:15	<hr/> <b>L</b> <hr/>	<b>labor</b> 15:12 <b>lack</b> 9:14, 15:10, 16:5 <b>lake</b> 2:5, 9:11 <b>land</b> 57:6, 57:13, 60:24, 61:1, 61:3 <b>landing</b> 27:14 <b>landlocked</b> 61:5 <b>lands</b> 61:13 <b>large</b> 14:12, 18:3, 48:3, 61:7 <b>larger</b> 36:19, 55:3 <b>last</b> 15:17, 19:9, 19:24, 20:16, 22:20, 23:1, 25:24, 26:11, 34:6, 36:1 <b>last-minute</b> 22:9 <b>lastly</b> 45:2 <b>late</b> 20:21 <b>latest</b> 25:22 <b>latter</b> 31:10 <b>launch</b> 26:3 <b>launched</b> 27:12 <b>law</b> 16:20, 34:14 <b>lay</b> 53:2	<b>layer</b> 34:3 <b>leader</b> 9:19 <b>leaders</b> 14:2, 34:20 <b>leadership</b> 15:1, 16:11 <b>leading</b> 25:10, 27:10, 50:21 <b>leads</b> 61:22 <b>league</b> 10:10 <b>learn</b> 26:19 <b>learned</b> 11:11 <b>least</b> 34:11 <b>leaving</b> 15:6, 58:13 <b>led</b> 51:24, 54:19 <b>leerhsen</b> 3:13, 7:9, 7:21, 8:4, 11:3, 13:9, 16:9, 16:12, 16:17, 19:6, 21:3, 21:22, 21:23, 29:4, 31:14, 31:18, 32:7, 32:20, 33:2, 33:11, 35:24, 37:6, 38:6 <b>legislation</b> 35:9, 37:21 <b>lenders</b> 56:8, 56:9 <b>lending</b> 56:11 <b>leone</b> 17:1, 17:5 <b>less</b> 52:1 <b>lester</b> 3:3
<hr/> <b>K</b> <hr/>				
<b>keefe</b> 44:12				

Transcript of Board Meeting  
 Conducted on January 14, 2026

<p><b>let's</b>                  10:24, 35:14,                  35:15  <b>letters</b>                  34:9, 35:20  <b>letting</b>                  19:4, 19:12  <b>level</b>                  55:11  <b>leverage</b>                  27:5, 55:20  <b>leveraging</b>                  14:3  <b>license</b>                  44:18  <b>lien</b>                  44:6, 44:8  <b>life</b>                  49:8  <b>lifespan</b>                  49:17  <b>light</b>                  31:10, 52:1  <b>lighting</b>                  52:2  <b>lights</b>                  51:24, 52:15  <b>lincoln</b>                  50:13  <b>line</b>                  5:5, 9:1, 9:23,                  10:3, 10:6,                  10:23, 21:12,                  21:13, 28:20,                  28:22, 44:15,                  47:2, 49:15,                  49:18, 57:9,                  57:13, 58:5,                  58:10, 58:23,                  59:14, 60:9,                  60:22, 61:16,                  61:17, 61:19  <b>little</b>                  8:15, 47:4,                  48:15, 48:17,                  49:14, 57:13,                  60:23, 61:1,                  61:13</p>	<p><b>live</b>                  37:22, 61:8  <b>lizette</b>                  5:9, 5:22  <b>llc</b>                  44:13  <b>local</b>                  13:24, 14:4,                  15:13, 17:11,                  50:14  <b>located</b>                  44:14, 44:20  <b>long</b>                  9:18, 22:5,                  53:3  <b>look</b>                  10:9, 10:22,                  18:23, 24:13,                  29:5, 47:11,                  50:7, 55:12,                  57:16  <b>looked</b>                  61:16, 61:17,                  62:5  <b>looking</b>                  22:18, 38:3,                  49:13, 50:6,                  50:9  <b>looks</b>                  13:6, 34:1  <b>lori</b>                  1:22, 2:12,                  64:2  <b>lot</b>                  12:5, 12:7,                  12:9, 33:16,                  34:16, 35:7,                  47:10, 48:20,                  48:21, 55:5,                  57:6, 61:2,                  61:14, 61:15  <b>love</b>                  13:5, 34:22,                  37:1  <b>low</b>                  17:13</p> <hr/> <p style="text-align: center;"><b>M</b></p> <hr/> <p><b>madam</b>                  7:5, 8:2</p>	<p><b>made</b>                  23:9, 23:13,                  54:24  <b>main</b>                  6:8  <b>major</b>                  15:4, 16:3,                  27:15  <b>make</b>                  13:23, 14:10,                  26:8, 30:6  <b>makes</b>                  17:23, 18:5  <b>making</b>                  17:22, 18:21,                  23:22, 36:3,                  49:2, 58:9  <b>mall</b>                  23:14  <b>manager</b>                  9:8, 9:9  <b>manufactured</b>                  18:3  <b>manufacturers</b>                  14:5  <b>manufacturing</b>                  14:3, 18:10  <b>many</b>                  6:5, 18:11,                  29:10, 30:1  <b>maple</b>                  44:14  <b>marathon</b>                  43:16  <b>march</b>                  31:16, 31:21  <b>marginal</b>                  37:12  <b>marked</b>                  52:10  <b>market</b>                  55:22  <b>marketing</b>                  30:12, 55:21  <b>masonry</b>                  49:24  <b>massive</b>                  58:11</p>	<p><b>material</b>                  9:21  <b>matter</b>                  15:14, 20:9  <b>matters</b>                  42:24, 43:1,                  43:4  <b>maximize</b>                  13:24  <b>maybe</b>                  53:2  <b>mayberry</b>                  19:18, 20:4,                  20:24  <b>mayor's</b>                  24:17, 34:19  <b>mean</b>                  32:17, 36:1  <b>meaningful</b>                  28:16, 30:7  <b>means</b>                  33:21  <b>media</b>                  55:24  <b>meet</b>                  16:21, 20:4,                  24:15  <b>meeting</b>                  1:7, 2:1, 4:3,                  4:20, 5:16,                  10:13, 16:6,                  16:18, 16:19,                  19:24, 20:3,                  38:18, 38:24,                  41:22, 62:20,                  62:24  <b>meetings</b>                  10:11, 15:21,                  24:14, 39:22  <b>meets</b>                  36:23  <b>melinda</b>                  5:12  <b>members</b>                  3:2, 4:19,                  13:11  <b>mention</b>                  10:1</p>
---	---	--	---

Transcript of Board Meeting  
 Conducted on January 14, 2026

<p><b>mentioned</b> 35:2</p> <p><b>message</b> 25:14</p> <p><b>met</b> 19:23, 19:24, 20:5, 34:6, 43:8</p> <p><b>metal</b> 15:12</p> <p><b>mexican</b> 17:6</p> <p><b>mia</b> 5:10, 5:21</p> <p><b>michael</b> 3:5</p> <p><b>middle</b> 22:12</p> <p><b>midnight</b> 22:6</p> <p><b>midway</b> 12:4, 12:7, 12:19</p> <p><b>might</b> 32:10</p> <p><b>million</b> 22:15, 22:24</p> <p><b>millions</b> 9:20</p> <p><b>mind</b> 7:5</p> <p><b>mindful</b> 30:1</p> <p><b>minimize</b> 37:3</p> <p><b>minutes</b> 5:17, 8:17, 9:11, 11:18, 11:23, 17:3, 19:14, 20:20, 38:17, 38:23, 41:22, 42:1, 42:7, 43:10</p> <p><b>missing</b> 15:19</p> <p><b>mission</b> 17:12</p> <p><b>missions</b> 28:19, 28:20,</p>	<p>28:21, 28:22</p> <p><b>mitigation</b> 25:23, 44:24</p> <p><b>model</b> 37:15, 47:8, 47:11, 47:12, 47:16</p> <p><b>modeling</b> 57:16</p> <p><b>modern</b> 51:24</p> <p><b>modernization</b> 27:20, 59:18</p> <p><b>modernized</b> 49:16</p> <p><b>modernizes</b> 49:1</p> <p><b>moments</b> 30:21</p> <p><b>monday</b> 9:11, 9:15, 52:23</p> <p><b>money</b> 14:16</p> <p><b>month</b> 19:24, 21:2, 22:20, 26:1, 27:23, 31:21, 47:1, 54:9, 56:2</p> <p><b>months</b> 16:7</p> <p><b>mooney</b> 46:17, 46:20, 46:21, 47:1, 54:11, 57:12, 60:23, 62:4</p> <p><b>more</b> 7:24, 11:9, 11:20, 11:22, 12:2, 16:6, 22:24, 25:9, 25:15, 26:20, 27:6, 27:20, 34:8, 34:17, 43:22, 43:23, 44:4, 51:23, 53:24, 55:4, 55:11, 58:17</p>	<p><b>morning</b> 4:2, 9:12, 11:15, 11:16, 13:16, 13:17, 17:4, 19:10, 19:13, 21:24, 43:9, 46:20, 46:23</p> <p><b>most</b> 22:4, 22:22, 30:15, 30:17, 35:16, 37:2, 52:24, 57:2, 57:10, 60:10</p> <p><b>motion</b> 38:18, 39:15, 40:1, 40:22, 41:1, 41:20, 42:1, 42:22, 45:13, 46:14, 62:19, 63:16</p> <p><b>mouth</b> 14:16</p> <p><b>move</b> 7:2, 13:19, 14:8, 17:9, 17:10, 18:1, 18:16, 31:2, 32:19, 40:7, 57:19, 58:7</p> <p><b>moved</b> 27:9, 38:20, 38:22, 40:3, 40:5, 41:2, 41:4, 42:3, 42:5, 45:14, 45:16, 62:21, 62:23</p> <p><b>moving</b> 24:9, 24:19, 25:24, 26:22, 37:15</p> <p><b>much</b> 6:21, 6:23, 8:8, 8:9, 8:10, 13:3, 13:8, 16:16, 19:4, 62:8</p>	<p><b>multi</b> 61:9</p> <p><b>multi-million</b> 18:8</p> <p><b>multi-story</b> 50:1</p> <p><b>multiple</b> 9:23, 9:24</p> <hr/> <p style="text-align: center;"><b>N</b></p> <hr/> <p><b>name</b> 5:19, 5:21, 5:22, 9:19, 10:17, 13:18, 17:5</p> <p><b>narrative</b> 48:2</p> <p><b>navy</b> 22:10</p> <p><b>necessary</b> 18:24, 19:1</p> <p><b>need</b> 18:18, 20:20, 34:24, 37:9, 37:23, 56:1, 56:10</p> <p><b>needed</b> 12:6, 28:6, 32:9, 54:11</p> <p><b>needs</b> 34:20, 34:21, 37:5, 37:16, 38:5</p> <p><b>neema</b> 3:8</p> <p><b>negotiate</b> 48:3</p> <p><b>neighborhoods</b> 57:10, 61:12</p> <p><b>neither</b> 64:10</p> <p><b>network</b> 22:23, 22:24, 23:3, 23:6</p> <p><b>never</b> 28:20, 36:4</p> <p><b>new</b> 4:21, 11:15,</p>
--	---	--	--

Transcript of Board Meeting  
 Conducted on January 14, 2026

<p>11:16, 13:4,                  13:6, 21:24,                  22:3, 22:4,                  22:11, 27:3,                  27:9, 27:12,                  28:18, 29:16,                  35:3, 35:9,                  52:7, 52:9,                  52:12, 52:14,                  52:15, 52:24,                  55:18, 62:12,                  62:14, 62:16  <b>next</b>                  4:23, 6:24,                  8:11, 11:13,                  13:14, 16:24,                  21:2, 21:20,                  38:16, 39:16,                  43:5, 46:15,                  56:24, 58:22  <b>night</b>                  62:1  <b>nine</b>                  16:7, 54:21  <b>nita</b>                  24:23, 27:4  <b>nobody</b>                  20:5  <b>non</b>                  56:9  <b>nonprofit</b>                  13:20  <b>nora</b>                  3:13, 35:1  <b>north</b>                  50:7  <b>notably</b>                  22:22, 23:19  <b>nowadays</b>                  51:23  <b>number</b>                  7:17, 15:7,                  15:20, 36:16,                  46:7, 53:11</p> <hr/> <p style="text-align: center;"><b>O</b></p> <hr/> <p><b>obligations</b>                  43:24, 44:6</p>	<p><b>odor</b>                  25:23  <b>off-ramp</b>                  48:8  <b>office</b>                  21:4, 24:17,                  24:18, 34:19  <b>officer</b>                  11:7, 46:17,                  46:21  <b>often</b>                  29:12, 51:6,                  52:5  <b>okay</b>                  5:15, 12:4,                  12:19, 19:15,                  20:2, 31:17,                  37:6, 62:10  <b>old</b>                  60:13  <b>omnibus</b>                  45:7, 45:13,                  45:17, 46:6,                  46:10  <b>once</b>                  6:16, 33:9,                  55:22  <b>one</b>                  12:16, 17:6,                  17:8, 19:21,                  21:12, 22:4,                  25:15, 32:17,                  36:20, 43:21,                  43:23, 44:4,                  47:15, 47:17,                  49:7, 51:9,                  51:18, 55:19,                  55:21, 57:2,                  57:22, 58:2,                  59:19, 61:18  <b>one's</b>                  19:20  <b>one-on-one</b>                  34:18  <b>ones</b>                  17:23  <b>ongoing</b>                  36:21</p>	<p><b>only</b>                  6:9, 14:22,                  17:22, 18:14,                  20:20, 22:10,                  25:17, 48:11,                  61:3, 61:12,                  62:1  <b>open</b>                  31:4, 39:22,                  41:1, 41:6  <b>opened</b>                  29:16, 50:15  <b>operation</b>                  48:20, 58:8  <b>operations</b>                  22:2  <b>opportunities</b>                  27:19, 53:12,                  59:13, 59:23,                  60:2, 60:8,                  60:20, 60:22  <b>opportunity</b>                  16:7, 16:10,                  32:15, 32:23,                  36:6, 53:17,                  59:7, 59:22,                  60:5, 60:11  <b>orange</b>                  9:1, 9:23,                  10:5, 10:23  <b>order</b>                  4:3, 4:24,                  21:20, 25:16,                  38:16, 43:5,                  46:16, 62:12  <b>ordered</b>                  9:20  <b>ordinance</b>                  21:15, 43:13,                  43:17, 43:20,                  44:10, 44:17,                  44:22, 45:2,                  59:5  <b>ordinances</b>                  43:12, 45:6,                  45:8  <b>organization</b>                  17:12</p>	<p><b>organizations</b>                  13:23, 14:8,                  18:11  <b>organizing</b>                  13:20  <b>oriented</b>                  26:23, 27:2,                  27:13, 33:17,                  33:20, 50:15,                  59:9, 59:24  <b>originally</b>                  46:5  <b>ortiz</b>                  3:6, 4:12,                  4:13, 33:7,                  33:8, 38:21,                  38:23, 39:9,                  39:10, 40:4,                  40:6, 40:16,                  40:17, 41:3,                  41:5, 41:14,                  41:15, 42:4,                  42:6, 42:16,                  42:17, 45:15,                  45:17, 46:2,                  46:3, 62:22,                  62:24, 63:9,                  63:10  <b>other</b>                  12:4, 12:9,                  13:7, 21:14,                  30:1, 35:2,                  35:17, 46:9,                  49:1, 51:2,                  51:18, 55:16,                  56:14, 59:11,                  61:24  <b>others</b>                  54:2  <b>otherwise</b>                  64:13  <b>out</b>                  7:18, 9:7,                  9:22, 10:6,                  12:1, 13:12,                  19:21, 22:5,                  25:8, 26:8,                  32:6, 34:18,</p>
--	--	--	--

Transcript of Board Meeting  
 Conducted on January 14, 2026

<p>36:12, 36:13,                  38:7, 47:16,                  47:20, 47:21,                  48:1, 48:2,                  48:12, 49:8,                  50:9, 50:20,                  51:15, 52:10,                  55:7, 59:20,                  59:22, 60:18,                  60:20  <b>outcome</b>                  34:12, 64:13  <b>outlined</b>                  26:24  <b>outlying</b>                  37:18  <b>outreach</b>                  28:22  <b>outsiders</b>                  12:20  <b>over</b>                  12:14, 22:15,                  22:16, 23:1,                  23:5, 24:11,                  26:11, 50:18,                  51:9, 53:7,                  61:21, 62:6  <b>overall</b>                  30:4, 54:23  <b>owe</b>                  29:21  <b>own</b>                  20:2, 57:6,                  57:12  <b>owning</b>                  60:12</p> <hr/> <p style="text-align: center;"><b>P</b></p> <hr/> <p><b>pace</b>                  29:5  <b>page</b>                  26:19, 27:14,                  54:7  <b>pages</b>                  1:21  <b>painting</b>                  48:21  <b>palitenchi</b>                  5:9, 5:22</p>	<p><b>panel</b>                  53:23  <b>panic</b>                  11:21  <b>parcel</b>                  60:3  <b>parcels</b>                  59:18, 59:21  <b>park</b>                  10:10, 27:16,                  61:2, 61:8  <b>parking</b>                  44:20, 50:18,                  59:10, 61:13  <b>part</b>                  6:10, 27:4,                  36:19, 38:9,                  49:9, 52:8,                  52:13, 61:15,                  62:7  <b>participate</b>                  54:3  <b>particular</b>                  14:2  <b>parties</b>                  64:11  <b>partner</b>                  17:21  <b>partnered</b>                  18:1, 18:12  <b>partnering</b>                  27:3  <b>partners</b>                  14:9, 14:24,                  15:11, 15:15,                  26:1, 26:9, 28:8  <b>partnership</b>                  29:1, 35:9  <b>partnerships</b>                  29:23, 30:11  <b>passed</b>                  37:22  <b>passenger</b>                  26:6, 52:4  <b>passes</b>                  39:15, 40:22,                  41:20, 42:22,                  46:14, 63:16</p>	<p><b>past</b>                  14:13, 14:24,                  15:8, 27:15  <b>patricia</b>                  11:14  <b>paul</b>                  21:11  <b>payable</b>                  44:1, 44:7  <b>people</b>                  6:4, 6:5, 6:14,                  8:24, 9:5, 9:14,                  9:24, 10:1,                  10:3, 12:19,                  17:20, 20:1,                  20:4, 20:10,                  25:19, 26:11,                  30:7, 33:16,                  34:17, 35:21,                  36:3, 58:13,                  59:19  <b>percent</b>                  22:16, 22:17,                  23:2, 23:12,                  47:21, 47:23  <b>period</b>                  24:16, 24:20,                  32:24  <b>periods</b>                  38:14  <b>persist</b>                  18:23  <b>person</b>                  11:24  <b>personal</b>                  46:8  <b>personally</b>                  24:6  <b>perspective</b>                  25:23  <b>phase</b>                  58:21  <b>philosophy</b>                  36:5  <b>phone</b>                  7:17  <b>phonetic</b>                  5:10, 60:17</p>	<p><b>pick</b>                  12:11  <b>picked</b>                  60:16  <b>piece</b>                  51:2  <b>pieces</b>                  49:10  <b>pier</b>                  22:11  <b>pilot</b>                  9:16, 44:23,                  44:24, 57:16  <b>pilots</b>                  36:13  <b>pipe</b>                  52:14  <b>pipes</b>                  52:12  <b>pitted</b>                  52:18  <b>place</b>                  30:13, 34:1,                  34:16, 34:23,                  35:23  <b>placed</b>                  45:6  <b>plan</b>                  14:10, 15:5,                  27:18, 28:3,                  28:7, 28:10,                  31:15, 32:13,                  34:5, 34:14,                  34:15, 34:16,                  34:23, 35:18,                  36:19, 37:4,                  37:11, 53:24,                  54:19, 59:10  <b>planning</b>                  32:2  <b>plans</b>                  33:18, 45:4,                  62:5  <b>platform</b>                  9:10, 9:13,                  34:23, 35:23,                  36:23  <b>platforms</b>                  22:7, 58:13</p>
--	--	---	--

Transcript of Board Meeting  
 Conducted on January 14, 2026

<p><b>play</b>                  30:2, 32:6,                  50:20  <b>plaza</b>                  50:9, 50:11,                  50:16, 57:1  <b>please</b>                  4:5, 5:7, 8:13,                  41:24  <b>plenty</b>                  31:22  <b>pockets</b>                  61:24  <b>point</b>                  24:6, 37:20,                  48:9, 57:14,                  58:15, 59:1  <b>points</b>                  30:21  <b>police</b>                  28:9, 28:16,                  28:19  <b>policy</b>                  13:19, 14:3,                  14:15  <b>polish</b>                  15:11  <b>populous</b>                  50:13  <b>positions</b>                  27:9  <b>possible</b>                  16:13, 18:19,                  32:12  <b>post</b>                  54:5  <b>posted</b>                  26:15, 33:9  <b>poster</b>                  6:12  <b>posters</b>                  6:16, 6:19, 8:1  <b>posting</b>                  27:9  <b>power</b>                  14:4, 51:23  <b>powerful</b>                  33:24</p>	<p><b>practices</b>                  15:2  <b>pre-pandemic</b>                  22:17, 58:22  <b>presence</b>                  28:16  <b>present</b>                  3:11, 4:15,                  14:13  <b>presentation</b>                  31:8  <b>presented</b>                  31:10  <b>president</b>                  3:13, 7:5, 7:9,                  7:21, 8:3, 8:4,                  8:5, 10:10,                  11:3, 13:9,                  16:9, 16:12,                  16:17, 19:6,                  21:3, 21:22,                  21:23, 31:14,                  31:18, 32:7,                  32:20, 33:2,                  33:11, 35:24,                  37:6, 38:6  <b>president's</b>                  21:21  <b>press</b>                  9:4  <b>pressure</b>                  35:22  <b>pretty</b>                  48:19, 51:6  <b>price</b>                  48:7  <b>pride</b>                  25:18  <b>prieto</b>                  16:20, 46:18,                  46:23, 46:24,                  53:9, 54:20,                  55:19, 56:5  <b>primary</b>                  28:13, 30:9,                  38:9  <b>prime</b>                  55:8</p>	<p><b>priority</b>                  30:10  <b>pristine</b>                  52:23  <b>pro</b>                  14:14  <b>proactive</b>                  26:3  <b>probably</b>                  47:16, 49:23  <b>problem</b>                  19:15  <b>proceeding</b>                  64:4  <b>proceedings</b>                  63:19  <b>process</b>                  27:11, 32:3,                  34:11, 34:12,                  48:4  <b>procurement</b>                  14:15, 18:3  <b>produce</b>                  28:15, 48:5  <b>produces</b>                  29:1  <b>product</b>                  52:24  <b>productive</b>                  15:21  <b>professional</b>                  2:14, 64:3  <b>professionalism</b>                  30:22  <b>profit</b>                  33:22  <b>program</b>                  8:6, 34:4,                  43:19, 44:23,                  45:1, 49:7,                  49:10, 53:18,                  53:24, 56:6,                  57:17  <b>program's</b>                  54:7  <b>programming</b>                  54:4  <b>programs</b>                  26:3, 36:23,</p>	<p>46:19, 46:24,                  54:2  <b>progress</b>                  16:5, 26:8,                  29:6, 30:7,                  33:14  <b>progressive</b>                  47:7, 47:8,                  47:24, 50:20  <b>project</b>                  6:1, 20:21,                  27:20, 47:3,                  47:5, 48:8,                  48:18, 49:15,                  49:24, 55:11,                  58:6  <b>projects</b>                  27:15, 51:19,                  53:13, 54:12,                  56:12  <b>promise</b>                  60:15  <b>promised</b>                  16:15, 19:3  <b>promises</b>                  17:23  <b>promote</b>                  14:5, 27:6  <b>promoting</b>                  27:2  <b>property</b>                  44:14  <b>proposals</b>                  26:1, 26:12,                  26:13  <b>proposers</b>                  26:18  <b>protected</b>                  51:13  <b>proud</b>                  8:23, 8:24,                  18:11, 22:13  <b>provide</b>                  55:13  <b>provided</b>                  31:12  <b>public</b>                  4:24, 5:3, 5:4,</p>
---	---	--	---

Transcript of Board Meeting  
 Conducted on January 14, 2026

<p>6:24, 11:13,                  13:14, 13:21,                  13:22, 13:24,                  15:9, 16:24,                  17:11, 21:16,                  21:19, 29:17,                  30:14, 38:4,                  45:3  <b>pull</b>                  50:4, 57:18  <b>pullman</b>                  44:18  <b>purchasing</b>                  14:4  <b>purple</b>                  27:19, 44:15,                  59:21  <b>purpose</b>                  12:22, 12:23,                  43:24  <b>purposes</b>                  61:1  <b>pursuant</b>                  39:21  <b>put</b>                  14:16, 15:23,                  48:2, 50:23,                  60:16  <b>putting</b>                  6:18</p> <hr/> <p style="text-align: center;"><b>Q</b></p> <hr/> <p><b>quality</b>                  13:21, 14:4,                  15:8  <b>question</b>                  56:20  <b>questions</b>                  26:16, 31:5,                  54:10, 54:13,                  54:15, 56:15,                  56:17  <b>quickly</b>                  16:13, 51:7  <b>quorum</b>                  4:19</p> <hr/> <p style="text-align: center;"><b>R</b></p> <hr/> <p><b>races</b>                  17:14</p>	<p><b>racist</b>                  20:9  <b>rafters</b>                  25:7  <b>rage</b>                  47:9  <b>rail</b>                  45:4  <b>railcars</b>                  18:4  <b>railroad</b>                  12:13  <b>railroads</b>                  12:9  <b>raised</b>                  15:18  <b>raises</b>                  51:12  <b>rates</b>                  30:5  <b>ravenswood</b>                  47:2  <b>rd</b>                  27:16, 64:15  <b>reach</b>                  7:18, 13:12  <b>reached</b>                  19:21  <b>reaching</b>                  22:16, 26:8,                  34:18  <b>readily</b>                  60:24  <b>reality</b>                  30:4  <b>really</b>                  4:22, 10:6,                  15:22, 23:5,                  25:17, 34:2,                  36:16, 49:20,                  50:21, 52:22,                  56:1, 59:3,                  59:12  <b>realtime</b>                  48:13  <b>reason</b>                  32:4  <b>reasons</b>                  40:2, 40:7</p>	<p><b>rebuilding</b>                  50:11, 51:8  <b>receipts</b>                  44:1, 44:2,                  44:7, 44:9, 46:7  <b>receive</b>                  6:5, 26:16,                  54:18  <b>received</b>                  21:9, 23:24,                  28:2, 28:5  <b>receiving</b>                  16:14, 19:2  <b>recent</b>                  30:2  <b>recess</b>                  40:1  <b>recognize</b>                  5:4, 16:18,                  24:20, 29:18  <b>recognizing</b>                  21:4  <b>recommended</b>                  45:7  <b>reconfigurations</b>                  61:18  <b>record</b>                  40:23, 64:6  <b>recovering</b>                  35:12  <b>recruiting</b>                  35:21  <b>red</b>                  21:12, 21:13,                  27:19, 28:20,                  59:21  <b>reduced</b>                  59:10, 64:9  <b>referred</b>                  17:8  <b>refine</b>                  32:16  <b>refresh</b>                  53:3  <b>refunding</b>                  44:3  <b>refuse</b>                  12:1</p>	<p><b>refused</b>                  11:24  <b>regard</b>                  46:6  <b>regarding</b>                  6:1, 6:12,                  12:3, 15:3  <b>region</b>                  23:20, 35:3  <b>regional</b>                  37:15, 37:19,                  38:3  <b>registered</b>                  2:14, 5:3, 64:3  <b>regular</b>                  38:17, 54:6,                  56:7  <b>regularly</b>                  36:23  <b>rehabbing</b>                  49:4  <b>reignite</b>                  53:19  <b>related</b>                  27:19, 64:11  <b>relationship</b>                  6:2, 6:3, 6:13,                  6:17, 6:20  <b>released</b>                  59:17  <b>reliability</b>                  9:1, 10:5,                  10:23  <b>reliable</b>                  9:22, 18:10  <b>rely</b>                  9:5, 30:7  <b>remain</b>                  31:1  <b>remember</b>                  8:21, 19:17  <b>remind</b>                  33:15  <b>reminder</b>                  31:15, 47:6,                  54:4  <b>remove</b>                  51:5</p>
---	---	--	--

Transcript of Board Meeting  
 Conducted on January 14, 2026

<p><b>removing</b> 50:24</p> <p><b>renewal</b> 49:9</p> <p><b>renovation</b> 47:2</p> <p><b>repair</b> 48:20, 49:6</p> <p><b>report</b> 21:22, 28:7, 43:6, 43:10, 45:10, 46:16, 54:9, 54:13</p> <p><b>reported</b> 1:22, 27:8, 28:18, 38:7</p> <p><b>reporter</b> 2:13, 2:14, 64:1, 64:3</p> <p><b>reporting</b> 14:23, 15:2, 15:5, 15:10, 15:19, 15:24, 16:3, 16:5, 18:17, 18:22</p> <p><b>requejo</b> 3:7, 4:14, 4:15, 33:12, 33:13, 36:10, 37:14, 38:12, 39:11, 39:12, 40:18, 40:19, 41:16, 41:17, 42:18, 42:19, 46:4, 46:5, 56:18, 56:21, 56:22, 60:21, 62:3, 62:9, 63:11, 63:12</p> <p><b>requesting</b> 28:2</p> <p><b>requests</b> 35:15</p> <p><b>require</b> 26:13</p> <p><b>required</b> 15:5</p> <p><b>requirement</b> 31:15</p>	<p><b>requirements</b> 18:22, 59:11</p> <p><b>reroutes</b> 22:9</p> <p><b>residents</b> 53:12</p> <p><b>resilience</b> 30:23</p> <p><b>resolve</b> 16:12</p> <p><b>resolved</b> 16:4</p> <p><b>resonate</b> 30:17</p> <p><b>resources</b> 27:6, 29:22, 37:2, 37:3, 56:4</p> <p><b>respond</b> 32:21</p> <p><b>responded</b> 28:3</p> <p><b>responding</b> 34:13</p> <p><b>response</b> 23:8, 26:10, 31:13, 32:10</p> <p><b>responses</b> 26:17, 33:9</p> <p><b>responsibility</b> 30:6, 37:17</p> <p><b>responsive</b> 28:24</p> <p><b>restoring</b> 30:13</p> <p><b>resubmit</b> 32:5, 32:16</p> <p><b>result</b> 9:15, 61:10</p> <p><b>resulting</b> 18:8</p> <p><b>retail</b> 57:14, 57:17</p> <p><b>retention</b> 22:17</p> <p><b>retired</b> 8:22, 25:3</p> <p><b>retirement</b> 25:2</p>	<p><b>return</b> 41:1, 41:6</p> <p><b>reunion</b> 53:15</p> <p><b>reunite</b> 53:18</p> <p><b>rev</b> 3:4</p> <p><b>revenue</b> 44:3, 44:9, 46:8</p> <p><b>review</b> 31:23, 43:13, 43:17, 43:20, 44:10, 44:17, 45:2</p> <p><b>reviewed</b> 41:21, 43:10, 43:11, 44:22, 45:5</p> <p><b>reviewing</b> 26:13</p> <p><b>revisit</b> 47:17</p> <p><b>rfps</b> 59:18</p> <p><b>rich</b> 33:23</p> <p><b>ride</b> 6:10, 27:16, 61:2</p> <p><b>rider</b> 30:13</p> <p><b>riders</b> 23:11, 23:22, 26:4, 29:21, 35:12, 35:13</p> <p><b>ridership</b> 22:17, 22:22, 23:2, 23:12, 23:16, 30:11, 58:12, 58:20</p> <p><b>rides</b> 22:15, 23:1</p> <p><b>right</b> 8:12, 8:15, 17:24, 30:9, 33:1, 35:8,</p>	<p>35:23, 37:9, 38:2, 49:18, 50:8, 50:13, 55:21, 56:13, 58:20, 59:22, 60:18, 61:4, 61:20</p> <p><b>rights</b> 17:16</p> <p><b>road</b> 14:3, 22:9</p> <p><b>roberto</b> 3:7</p> <p><b>robinson</b> 7:22, 8:4</p> <p><b>role</b> 24:18, 27:2, 38:15, 57:7</p> <p><b>roll</b> 4:5, 39:2, 40:9, 41:7, 42:9, 45:19, 63:2</p> <p><b>rolling</b> 14:12, 25:8</p> <p><b>room</b> 4:20, 11:8, 52:7</p> <p><b>rosa</b> 3:6</p> <p><b>rose</b> 5:19, 25:3, 25:7</p> <p><b>ross</b> 13:15, 13:18, 17:8, 17:23</p> <p><b>rots</b> 51:15</p> <p><b>round</b> 8:15</p> <p><b>route</b> 25:4</p> <p><b>routes</b> 22:23, 23:3, 23:9</p> <p><b>rpr</b> 1:22</p> <p><b>rta</b> 24:17, 36:11</p>
---	--	---	--

Transcript of Board Meeting  
Conducted on January 14, 2026

<p><b>running</b> 52:12, 52:14</p> <p><b>runs</b> 8:6, 52:14</p> <hr/> <p style="text-align: center;"><b>S</b></p> <hr/> <p><b>safe</b> 28:22</p> <p><b>safety</b> 29:18, 30:3, 30:14, 35:12, 36:2, 36:12, 36:19, 37:19, 45:4, 52:3</p> <p><b>said</b> 10:13, 12:5, 20:6, 20:8, 29:20, 33:4, 37:9, 38:12, 56:23, 64:8</p> <p><b>sales</b> 44:1, 44:2, 44:7, 44:8, 46:7</p> <p><b>salt</b> 51:13</p> <p><b>same</b> 8:23, 12:6, 15:17, 20:8, 29:15, 33:8</p> <p><b>samples</b> 57:18</p> <p><b>sandbox</b> 21:15, 44:23</p> <p><b>sat</b> 20:17, 20:18</p> <p><b>saw</b> 49:14</p> <p><b>say</b> 8:23, 8:24, 9:13, 12:6, 13:5, 25:16, 28:11, 32:1, 32:2, 32:4, 32:22, 47:15, 57:12, 58:2</p> <p><b>saying</b> 20:7</p> <p><b>scale</b> 14:12, 18:3,</p>	<p>48:3, 48:21, 61:7</p> <p><b>scales</b> 27:5</p> <p><b>scene</b> 29:12</p> <p><b>school</b> 5:6, 5:9, 5:23, 7:16, 8:19</p> <p><b>schoolers</b> 7:23</p> <p><b>schools</b> 9:24</p> <p><b>scope</b> 48:2, 48:5, 48:18</p> <p><b>scopes</b> 55:3, 55:4, 55:10, 55:14, 56:12</p> <p><b>screaming</b> 10:4</p> <p><b>screen</b> 50:8</p> <p><b>season</b> 22:19, 29:10</p> <p><b>second</b> 38:21, 40:4, 41:3, 42:4, 44:6, 44:8, 45:15, 62:22</p> <p><b>seconded</b> 38:23, 40:6, 41:5, 42:6, 45:17, 62:24</p> <p><b>seconds</b> 11:1</p> <p><b>secretary</b> 3:15</p> <p><b>section</b> 39:22</p> <p><b>security</b> 27:24, 28:12, 31:11, 34:5, 34:15, 34:23, 37:18, 38:8, 52:3</p> <p><b>see</b> 10:14, 12:8,</p>	<p>12:21, 20:24, 21:1, 22:8, 22:21, 26:9, 33:5, 49:8, 49:19, 50:24, 51:3, 51:15, 52:9, 53:4, 53:5, 55:16, 58:3, 60:19</p> <p><b>seeing</b> 12:24, 23:15, 50:2, 58:20, 58:21, 58:24</p> <p><b>seen</b> 17:19, 23:8, 28:20, 36:4, 49:16, 58:11, 58:17</p> <p><b>sentiment</b> 18:16</p> <p><b>series</b> 43:24, 44:3, 44:9, 46:8, 53:15, 54:22, 54:23, 55:4, 55:7, 55:16</p> <p><b>serious</b> 29:16</p> <p><b>serve</b> 23:11, 27:10, 29:21, 30:18</p> <p><b>served</b> 22:24</p> <p><b>service</b> 9:1, 9:6, 9:9, 9:22, 9:23, 11:5, 22:3, 22:12, 22:22, 23:9, 29:9, 30:10, 30:19, 51:21, 52:9, 52:10, 62:2</p> <p><b>services</b> 48:2</p> <p><b>session</b> 26:10, 26:15, 39:17, 39:19, 39:21, 40:1,</p>	<p>40:7, 41:1, 41:6, 41:22, 42:1, 42:7</p> <p><b>set</b> 24:4, 47:20, 48:1, 51:16, 64:14</p> <p><b>setting</b> 30:3, 35:11, 53:6</p> <p><b>seven</b> 43:11, 45:6, 45:8</p> <p><b>shamrock</b> 43:15</p> <p><b>share</b> 7:13, 7:18, 11:10, 16:14, 19:3, 53:18</p> <p><b>shared</b> 14:18, 15:11</p> <p><b>sharing</b> 11:5</p> <p><b>she'd</b> 10:20</p> <p><b>sheet</b> 15:12</p> <p><b>shorthand</b> 2:12, 64:1, 64:2</p> <p><b>should</b> 12:2, 30:9, 38:14</p> <p><b>shouldn't</b> 9:21</p> <p><b>showing</b> 9:14</p> <p><b>shows</b> 30:19</p> <p><b>shuffle</b> 43:15</p> <p><b>side</b> 12:10, 12:12, 15:14</p> <p><b>signature</b> 64:15</p> <p><b>signature-7dmpd</b> 64:18</p>
--	---	---	---

Transcript of Board Meeting  
 Conducted on January 14, 2026

<p><b>significant</b>                  48:19, 49:19,                  50:3, 52:8,                  61:11  <b>signs</b>                  10:16  <b>silence</b>                  36:20  <b>similar</b>                  23:8, 53:3  <b>since</b>                  15:20, 16:6,                  19:23, 20:18,                  37:15, 47:4,                  53:23, 62:17  <b>single</b>                  32:17, 58:14  <b>sir</b>                  8:13  <b>sisavanh</b>                  3:14, 39:18  <b>sit</b>                  8:14  <b>sites</b>                  20:11, 20:13,                  20:14  <b>situation</b>                  32:17  <b>situations</b>                  26:7  <b>six-car</b>                  58:8  <b>skill</b>                  64:7  <b>smack</b>                  22:11  <b>small</b>                  34:2, 53:11,                  53:14, 53:20,                  54:5, 56:6,                  57:8, 61:13  <b>smoking</b>                  21:14, 36:17,                  44:24  <b>snow</b>                  22:20  <b>snowing</b>                  35:6</p>	<p><b>social</b>                  55:24  <b>solely</b>                  35:11, 38:2  <b>solid</b>                  60:15  <b>solidarity</b>                  15:13, 17:7,                  17:13  <b>solution</b>                  35:18  <b>some</b>                  10:21, 20:1,                  20:4, 26:6,                  32:4, 36:12,                  36:13, 37:11,                  48:19, 49:1,                  49:10, 49:11,                  49:21, 52:11,                  54:24, 55:17,                  56:7, 57:10,                  57:15, 57:20,                  58:24, 62:4  <b>somebody</b>                  10:6, 34:22  <b>something</b>                  20:7, 36:21,                  36:22, 53:2,                  54:19, 61:14  <b>sometimes</b>                  38:13  <b>somewhere</b>                  20:17  <b>soon</b>                  18:18  <b>sooner</b>                  35:5, 48:17  <b>sophia</b>                  5:9, 5:19  <b>sorry</b>                  7:1, 56:18,                  56:21  <b>sort</b>                  56:4  <b>south</b>                  44:20, 50:7  <b>space</b>                  12:14, 57:8,</p>	<p>57:14, 57:19,                  57:23  <b>spaces</b>                  27:7, 44:20,                  57:17, 61:14  <b>speak</b>                  5:7, 5:17,                  8:17, 19:5,                  19:12, 32:10,                  32:20  <b>speaker</b>                  8:11, 13:14,                  16:24, 19:9  <b>speaking</b>                  5:8  <b>special</b>                  28:2  <b>specialist</b>                  26:3  <b>specific</b>                  15:18  <b>specifically</b>                  14:7  <b>speech</b>                  19:19  <b>spend</b>                  35:15  <b>spending</b>                  13:21, 17:11  <b>spent</b>                  37:2  <b>spirit</b>                  35:8, 53:19  <b>spoke</b>                  12:16, 27:21,                  53:22  <b>sponsored</b>                  25:4  <b>spot</b>                  51:14  <b>spotlighting</b>                  54:1  <b>spread</b>                  60:18  <b>spreads</b>                  6:19  <b>square</b>                  50:13, 59:11</p>	<p><b>stable</b>                  17:20  <b>staff</b>                  7:22, 15:1,                  15:20, 15:23,                  16:6, 18:21,                  19:18, 20:19  <b>staffed</b>                  10:24  <b>staffing</b>                  33:15  <b>stakeholder</b>                  38:4  <b>stakeholders</b>                  24:16  <b>stand</b>                  8:12, 14:17  <b>standing</b>                  14:18  <b>stands</b>                  15:4  <b>star</b>                  25:3  <b>start</b>                  29:7, 51:1,                  51:3  <b>started</b>                  29:4, 59:12  <b>starting</b>                  38:8, 58:21  <b>starts</b>                  5:18, 8:17  <b>state</b>                  2:13, 37:18,                  48:19, 49:5  <b>stated</b>                  12:17, 40:2,                  40:7  <b>station</b>                  33:22, 47:2,                  48:20, 48:23,                  48:24, 49:14,                  49:16, 49:24,                  50:1, 50:7,                  51:4, 51:19,                  52:6, 56:23  <b>stations</b>                  33:18, 48:22,</p>
--	--	--	---

Transcript of Board Meeting  
 Conducted on January 14, 2026

<p>51:20, 57:15,                      58:9  <b>stayed</b>                      11:22  <b>staying</b>                      20:21  <b>steel</b>                      51:10, 51:14  <b>steelwork</b>                      51:6  <b>stenographically</b>                      64:8  <b>stepped</b>                      59:8  <b>steve</b>                      19:18, 19:21,                      20:4  <b>steven</b>                      8:11  <b>stewarded</b>                      5:11  <b>still</b>                      7:2, 9:9, 16:4,                      30:5, 34:8,                      46:20, 47:16  <b>stock</b>                      14:12  <b>stood</b>                      9:10, 10:6  <b>stopped</b>                      6:18, 36:14  <b>stopping</b>                      36:21  <b>store</b>                      51:3, 61:20,                      61:22  <b>storefront</b>                      51:10, 51:16  <b>storefronts</b>                      51:8  <b>stories</b>                      53:19  <b>story</b>                      61:9  <b>straightened</b>                      9:7  <b>strategy</b>                      30:13</p>	<p><b>street</b>                      2:5, 27:17,                      44:13, 44:15,                      50:16, 57:3  <b>streets</b>                      59:20  <b>strengthen</b>                      36:6  <b>strike</b>                      22:5  <b>strong</b>                      23:5, 26:9,                      47:12  <b>stronger</b>                      30:11  <b>students</b>                      5:5, 5:8, 5:14,                      5:19, 6:9, 7:3,                      7:13, 7:19, 8:8  <b>studio</b>                      25:23, 26:2,                      26:19, 45:1  <b>stuff</b>                      10:18, 57:20  <b>stunning</b>                      52:20  <b>submission</b>                      32:18  <b>submit</b>                      26:1, 28:6,                      28:9, 31:18,                      32:2  <b>submitted</b>                      15:15, 31:20,                      42:8  <b>submitting</b>                      32:8  <b>success</b>                      36:24  <b>successful</b>                      36:13  <b>successfully</b>                      22:3, 48:22  <b>summer</b>                      35:5, 35:7,                      38:12  <b>summit</b>                      36:11, 36:12</p>	<p><b>sun</b>                      9:3  <b>super</b>                      25:3  <b>supervisors</b>                      9:13, 9:15  <b>supplemental</b>                      43:22, 44:4  <b>suppliers</b>                      14:6  <b>support</b>                      23:4, 26:2,                      29:10, 35:21,                      57:20, 59:4,                      60:7  <b>supported</b>                      59:9  <b>supporting</b>                      31:1  <b>supportive</b>                      58:2  <b>supposed</b>                      12:8  <b>sure</b>                      13:23, 23:22,                      31:14, 33:2,                      33:11  <b>surge</b>                      28:2  <b>survey</b>                      54:20, 54:22  <b>sustainable</b>                      21:11  <b>system</b>                      10:17, 23:22,                      24:12, 25:5,                      27:7, 28:16,                      28:23, 30:3,                      30:8, 35:13,                      52:6</p> <hr/> <p style="text-align: center;"><b>T</b></p> <hr/> <p><b>table</b>                      8:16, 34:20,                      35:11, 35:17,                      35:22, 38:5,                      48:10  <b>take</b>                      6:11, 18:24,</p>	<p>37:17, 39:2,                      40:9, 41:7,                      42:9, 45:19,                      47:20, 48:1,                      63:2  <b>taken</b>                      64:4, 64:8  <b>taking</b>                      51:10, 61:5  <b>talk</b>                      10:14, 16:11,                      24:5, 49:21,                      54:11, 56:9,                      60:9  <b>talked</b>                      9:8, 18:17,                      47:4, 49:11  <b>talking</b>                      53:5, 59:17  <b>tangible</b>                      14:15  <b>targeted</b>                      23:9  <b>tax</b>                      17:19, 44:1,                      44:2, 44:7,                      44:8, 46:7  <b>teacher</b>                      5:11  <b>teacher's</b>                      7:17  <b>teachers</b>                      7:13  <b>team</b>                      7:24, 13:11,                      22:8, 22:13,                      26:16, 29:8,                      30:20, 35:1  <b>team's</b>                      29:18  <b>teams</b>                      22:2  <b>technology</b>                      55:20  <b>temperatures</b>                      29:13  <b>ten</b>                      45:5, 45:6,</p>
---	--	---	--

Transcript of Board Meeting  
 Conducted on January 14, 2026

<p>45:8  <b>tend</b>                  51:18  <b>tenfold</b>                  52:3  <b>term</b>                  53:3  <b>terminal</b>                  12:4  <b>terms</b>                  27:23, 55:5  <b>terrible</b>                  9:10  <b>testimony</b>                  64:6, 64:8  <b>th</b>                  25:11, 26:17,                  26:21, 27:17,                  28:4, 31:16,                  31:21  <b>thank</b>                  4:23, 6:21,                  6:23, 7:20, 8:8,                  8:9, 8:10, 11:2,                  11:3, 11:4,                  11:12, 13:3,                  13:7, 13:9,                  13:13, 16:16,                  16:17, 16:23,                  17:4, 19:4,                  19:6, 19:8,                  19:11, 19:12,                  19:18, 20:15,                  21:3, 21:6,                  21:7, 21:18,                  21:23, 23:3,                  24:6, 29:2,                  29:3, 30:21,                  33:1, 33:6,                  38:16, 39:16,                  45:12, 46:11,                  46:15, 56:13,                  62:3, 62:11,                  63:17  <b>thankful</b>                  22:14  <b>thanking</b>                  22:1, 29:8</p>	<p><b>thanks</b>                  20:19, 53:9,                  56:22, 62:9  <b>theoretically</b>                  48:14  <b>thereafter</b>                  64:9  <b>theta</b>                  5:6  <b>thielmann</b>                  1:22, 2:12,                  64:2  <b>thing</b>                  12:4, 12:20,                  20:8, 35:2,                  48:9, 49:12,                  52:4, 52:16  <b>things</b>                  24:24, 25:15,                  25:18, 31:3,                  33:18, 33:24,                  36:16, 37:4,                  49:1, 49:22,                  50:18, 51:9,                  58:3, 58:24,                  62:7  <b>think</b>                  19:22, 20:12,                  20:16, 20:22,                  32:22, 37:9,                  37:15, 37:23,                  38:1, 38:6,                  52:20, 59:1,                  59:5  <b>thinking</b>                  27:4, 57:7  <b>third</b>                  23:1, 43:20,                  44:13  <b>thought</b>                  47:12  <b>threats</b>                  34:10  <b>three</b>                  5:17, 8:17,                  11:18, 11:20,                  17:3, 19:14,                  20:20, 53:22,</p>	<p>59:18, 60:6  <b>through</b>                  13:21, 24:19,                  26:2, 29:9,                  43:18, 49:22,                  56:5  <b>throughout</b>                  7:23, 10:16,                  14:24, 24:13,                  25:4, 28:22,                  36:5, 48:4  <b>throw</b>                  12:12, 12:13,                  12:14  <b>tied</b>                  61:2  <b>tif</b>                  21:12, 21:13  <b>time</b>                  5:18, 6:21,                  8:17, 8:23,                  9:18, 10:7,                  11:2, 12:6,                  15:22, 17:18,                  22:5, 23:17,                  23:20, 28:3,                  28:11, 28:12,                  29:11, 29:15,                  31:19, 31:23,                  32:9, 34:6,                  35:16, 36:20,                  37:2, 37:3,                  38:1, 49:19,                  51:22, 58:7,                  58:10  <b>times</b>                  9:2, 14:20,                  58:20  <b>tod</b>                  33:17, 58:18  <b>today</b>                  5:3, 11:9,                  12:7, 18:15,                  19:5, 21:17,                  21:19, 35:2,                  35:6, 39:19,                  39:21, 43:2,                  43:4</p>	<p><b>together</b>                  17:15, 18:24,                  24:4, 25:20,                  31:2, 34:21,                  36:4, 37:11  <b>told</b>                  5:18, 10:20  <b>ton</b>                  52:4  <b>tool</b>                  14:9  <b>top</b>                  30:10  <b>total</b>                  5:17, 22:23  <b>touch</b>                  7:19  <b>tough</b>                  17:6  <b>towards</b>                  31:21  <b>tracking</b>                  23:15  <b>tracks</b>                  61:23, 61:24  <b>trade</b>                  43:14  <b>traditional</b>                  56:8, 56:9  <b>train</b>                  12:3, 58:14  <b>training</b>                  8:5, 12:2  <b>trains</b>                  9:2, 9:16,                  10:7, 20:12,                  61:20  <b>transcript</b>                  64:5  <b>transfer</b>                  60:4  <b>transformational</b>                  18:7  <b>transit</b>                  1:1, 2:4, 4:4,                  5:16, 11:7,                  23:20, 26:23,                  27:2, 27:12,</p>
--	---	---	--

Transcript of Board Meeting  
 Conducted on January 14, 2026

27:24, 33:16, 33:17, 33:20, 35:3, 36:2, 43:23, 44:5, 50:15, 58:4, 58:16, 59:1, 59:9, 59:24, 62:19 <b>transition</b> 24:22, 35:3 <b>transitional</b> 23:20, 24:16, 24:19 <b>transparency</b> 35:10, 36:24, 37:10 <b>transportation</b> 6:8, 38:4, 45:4, 61:1 <b>traveling</b> 24:13 <b>travis</b> 60:17 <b>trending</b> 30:5 <b>tried</b> 47:15 <b>trips</b> 6:11 <b>true</b> 64:5 <b>truly</b> 14:17, 15:24 <b>trying</b> 6:2, 6:12, 53:1, 56:1, 57:18 <b>turn</b> 53:7 <b>turnaround</b> 49:2, 49:3 <b>turned</b> 33:9 <b>two</b> 12:17, 21:9, 27:9, 36:11, 47:10, 58:1 <b>types</b> 6:6	<b>typewriting</b> 64:9 <hr/> <p style="text-align: center;"><b>U</b></p> <hr/> <b>ultimately</b> 47:23, 51:16, 60:4 <b>under</b> 9:3, 27:16, 28:17, 43:22, 44:5, 44:24, 49:14, 57:20, 64:9 <b>underestimate</b> 29:19 <b>underneath</b> 12:13 <b>underscore</b> 29:17 <b>understaffed</b> 10:24 <b>understand</b> 9:17, 10:19, 55:6 <b>understanding</b> 39:18 <b>undertaken</b> 47:8 <b>underway</b> 24:22 <b>underwrite</b> 60:5 <b>underwriting</b> 60:2 <b>unions</b> 13:23 <b>unique</b> 24:18, 48:9, 58:3 <b>united</b> 15:14, 25:10 <b>units</b> 49:8 <b>unity</b> 17:13 <b>unnoticed</b> 29:14 <b>unstable</b> 26:5	<b>until</b> 10:21, 26:16 <b>update</b> 8:1, 25:22 <b>updated</b> 24:22, 25:24, 28:7, 28:9, 28:10, 29:1, 32:12 <b>updates</b> 33:10, 54:6, 56:7 <b>upgrade</b> 49:17, 52:5, 52:8, 52:18 <b>upgrades</b> 51:20 <b>upset</b> 20:19 <b>upstairs</b> 20:17 <b>use</b> 14:14, 14:23, 16:7, 36:6, 44:20, 61:23 <b>usep</b> 14:10 <b>using</b> 14:9 <b>usually</b> 47:20 <b>utilize</b> 29:22 <hr/> <p style="text-align: center;"><b>V</b></p> <hr/> <b>valued</b> 29:14 <b>variety</b> 36:7 <b>veil</b> 34:10 <b>ventra</b> 25:5 <b>version</b> 53:4, 62:8 <b>versus</b> 51:10, 51:14 <b>vice</b> 3:4, 8:5	<b>video</b> 26:14 <b>view</b> 6:15 <b>violence</b> 6:2, 6:3, 6:6, 6:13, 6:18, 6:20, 20:12 <b>vision</b> 27:1 <b>visions</b> 62:4 <b>visit</b> 26:19 <b>visitors</b> 13:5 <b>vital</b> 30:19 <b>vittum</b> 10:10 <b>von</b> 60:17 <b>vote</b> 39:2, 40:9, 41:7, 42:9, 45:19, 46:6, 46:10, 63:2 <hr/> <p style="text-align: center;"><b>W</b></p> <hr/> <b>wage</b> 16:4, 18:18 <b>wages</b> 14:11, 15:3 <b>wait</b> 10:20, 33:5 <b>walk</b> 50:14 <b>walkability</b> 57:1 <b>walking</b> 49:13 <b>wall</b> 50:7, 57:3 <b>walls</b> 49:24, 50:22 <b>want</b> 5:13, 7:7, 7:14, 9:4,
---	--	---	--

Transcript of Board Meeting  
 Conducted on January 14, 2026

<p>19:17, 19:20,                  20:15, 23:3,                  31:7, 32:21,                  33:15, 37:8,                  37:13  <b>wanted</b>                  10:12, 16:7,                  22:1, 23:19,                  24:20, 24:24,                  25:21, 26:24,                  28:7, 61:10  <b>watch</b>                  50:19  <b>watched</b>                  10:7  <b>watching</b>                  22:5, 22:6  <b>water</b>                  51:12  <b>way</b>                  14:15, 25:17,                  27:16, 28:18,                  34:7, 34:11,                  35:8, 50:5,                  51:11, 55:8,                  62:1  <b>ways</b>                  36:7  <b>we'll</b>                  11:9, 13:11,                  16:21, 19:8,                  21:5, 25:8,                  33:5, 39:2,                  40:9, 41:7,                  42:9, 45:19,                  47:17, 49:21,                  63:2  <b>we're</b>                  6:2, 6:12,                  13:19, 18:11,                  23:14, 25:1,                  25:8, 25:11,                  25:24, 31:20,                  37:15, 38:3,                  53:1, 55:12,                  55:24, 57:17,                  58:21, 58:23,                  59:16</p>	<p><b>we've</b>                  11:11, 15:22,                  16:18, 17:19,                  18:1, 23:8,                  23:9, 33:9,                  47:7, 47:12,                  47:15, 50:3,                  56:6, 57:19,                  58:2, 61:17  <b>web</b>                  26:19  <b>website</b>                  26:15, 27:13,                  54:6, 55:23  <b>wednesday</b>                  1:9  <b>week</b>                  25:13, 26:11  <b>weekend</b>                  52:21  <b>weeks</b>                  25:9  <b>weighed</b>                  59:24  <b>welcome</b>                  5:15, 8:16,                  36:10  <b>welcoming</b>                  27:6  <b>went</b>                  22:12, 22:14  <b>west</b>                  2:5, 15:14  <b>western</b>                  47:2, 50:8,                  56:19  <b>whatever</b>                  32:4, 32:16  <b>whereof</b>                  64:14  <b>whole</b>                  10:16, 22:18  <b>wife</b>                  8:18, 9:10  <b>wilmette</b>                  44:15  <b>wilson</b>                  5:12, 5:24</p>	<p><b>win</b>                  50:17  <b>winter</b>                  22:19  <b>within</b>                  28:7, 31:19,                  32:23  <b>without</b>                  22:13, 61:4  <b>witness</b>                  64:14  <b>woman</b>                  10:11  <b>wondering</b>                  32:15  <b>word</b>                  60:19  <b>work</b>                  7:7, 9:14,                  10:1, 10:19,                  13:22, 15:14,                  17:10, 17:15,                  18:11, 22:9,                  22:14, 24:7,                  24:22, 27:15,                  28:17, 29:5,                  29:20, 30:23,                  31:1, 34:11,                  48:6, 48:21,                  49:14, 49:19,                  50:24, 52:11,                  53:3, 55:6,                  56:23, 60:14  <b>worked</b>                  14:7  <b>worker</b>                  14:14, 17:16  <b>workers</b>                  14:17, 14:19,                  15:6, 15:12,                  15:13, 15:14,                  16:13, 17:18,                  17:19, 17:22,                  18:10, 19:2,                  20:8, 23:23  <b>workforce</b>                  8:5, 30:18  <b>working</b>                  15:13, 17:7,</p>	<p>18:7, 18:23,                  20:7, 20:10,                  20:13, 25:1,                  28:8, 51:1  <b>works</b>                  7:22, 9:17,                  10:19  <b>workshop</b>                  36:3, 36:15  <b>world</b>                  33:17  <b>worn</b>                  52:22  <b>wouldn't</b>                  10:2  <b>written</b>                  15:16, 21:9</p> <hr/> <p style="text-align: center;"><b>Y</b></p> <hr/> <p><b>yard</b>                  61:4, 61:6,                  61:17, 61:21,                  62:5  <b>yards</b>                  62:6  <b>yay</b>                  13:4  <b>yeah</b>                  32:14, 32:24,                  36:10, 54:16,                  55:19  <b>year</b>                  4:21, 7:23,                  11:15, 11:16,                  13:4, 14:24,                  20:16, 21:24,                  22:1, 22:4,                  22:18, 23:1,                  29:4, 29:16,                  36:1, 60:13  <b>year's</b>                  22:3  <b>years</b>                  8:22, 14:1,                  36:11, 43:18,                  47:10, 47:13,                  51:10  <b>yesterday</b>                  12:7, 13:2,</p>
---	--	---	---

Transcript of Board Meeting  
 Conducted on January 14, 2026

<p>33:5  <b>york</b>                  13:6</p> <hr/> <p style="text-align: center;">.</p> <hr/> <p><b>.3137</b>                  2:8</p> <hr/> <p style="text-align: center;"><b>0</b></p> <hr/> <p><b>025</b>                  43:18</p> <hr/> <p style="text-align: center;"><b>1</b></p> <hr/> <p><b>10</b>                  1:10, 38:18,                  38:24, 41:23,                  42:2, 42:7, 43:9</p> <p><b>100</b>                  47:23</p> <p><b>11</b>                  39:23, 63:19</p> <p><b>11302</b>                  44:20</p> <p><b>118</b>                  43:18</p> <p><b>120</b>                  39:22</p> <p><b>13</b>                  23:12</p> <p><b>13.1</b>                  43:16</p> <p><b>14</b>                  1:9, 4:4, 62:20</p> <p><b>15</b>                  11:1, 28:4,                  47:13</p> <p><b>17</b>                  26:21</p> <p><b>175</b>                  49:8</p> <p><b>19</b>                  31:16, 31:21</p> <p><b>1980</b>                  51:21</p> <hr/> <p style="text-align: center;"><b>2</b></p> <hr/> <p><b>2 (c) (</b>                  39:22</p>	<p><b>20</b>                  1:10, 22:23,                  26:17</p> <p><b>2000</b>                  49:18, 58:6</p> <p><b>2005</b>                  58:7</p> <p><b>2024</b>                  22:16</p> <p><b>2025</b>                  22:15, 23:5,                  26:24, 28:18,                  38:18, 38:24,                  41:23, 42:2,                  42:7, 43:9</p> <p><b>2026</b>                  1:9, 4:4, 23:7,                  23:21, 24:23,                  31:3, 43:15,                  43:18, 44:3,                  44:9, 46:8,                  62:20, 64:16</p> <p><b>2030</b>                  43:19</p> <p><b>21</b>                  39:22</p> <p><b>23</b>                  64:15</p> <p><b>230</b>                  24:11</p> <p><b>24</b>                  25:11</p> <p><b>28</b>                  9:11</p> <p><b>2nd</b>                  2:6</p> <hr/> <p style="text-align: center;"><b>3</b></p> <hr/> <p><b>3.2</b>                  22:16</p> <p><b>30</b>                  47:21</p> <p><b>312.681</b>                  2:8</p> <p><b>319</b>                  22:15</p> <p><b>34</b>                  8:22</p>	<p><b>37</b>                  23:2</p> <hr/> <p style="text-align: center;"><b>4</b></p> <hr/> <p><b>40</b>                  11:23</p> <p><b>44</b>                  63:19</p> <p><b>4th</b>                  53:13</p> <hr/> <p style="text-align: center;"><b>5</b></p> <hr/> <p><b>53</b>                  23:10, 23:12,                  23:13</p> <p><b>567</b>                  2:5</p> <p><b>5a</b>                  41:21</p> <hr/> <p style="text-align: center;"><b>6</b></p> <hr/> <p><b>60</b>                  26:11</p> <p><b>60661</b>                  2:7</p> <p><b>613722</b>                  1:20</p> <p><b>63</b>                  1:21, 27:16</p> <p><b>68</b>                  22:24</p> <hr/> <p style="text-align: center;"><b>7</b></p> <hr/> <p><b>70</b>                  22:17</p> <p><b>73</b>                  15:13</p> <p><b>74</b>                  61:14</p> <hr/> <p style="text-align: center;"><b>8</b></p> <hr/> <p><b>8th</b>                  28:1</p> <hr/> <p style="text-align: center;"><b>9</b></p> <hr/> <p><b>90</b>                  28:7, 32:23</p> <p><b>93</b>                  23:10</p>	<p><b>95</b>                  27:17</p>
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