



Transcript of Chicago Transit Authority Board Meeting

Date: March 11, 2026

Case: Chicago Transit Authority Board Meeting, In Re:

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CHICAGO TRANSIT AUTHORITY BOARD MEETING

Chicago, Illinois

Wednesday, March 11, 2026

10:00 a.m.

Job No.: 613725

Pages: 1 - 69

Recorded By: Erin Schuppert

Transcript of Chicago Transit Authority Board Meeting
Conducted on March 11, 2026

1 CHICAGO TRANSIT AUTHORITY BOARD MEETING,
2 held at the offices of:

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4 CHICAGO TRANSIT AUTHORITY
5 567 West Lake Street 2nd Floor Chicago, IL
6 Chicago, Illinois 60661

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13 Pursuant to notice, before Erin Schuppert,
14 Notary Public in and for the State of Illinois.

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A P P E A R A N C E S

ON BEHALF OF THE OTHER, CHICAGO TRANSIT
AUTHORITY:

ADRIENNE BROWN, ESQUIRE
CHICAGO TRANSIT AUTHORITY
567 West Lake Street, 2nd Floor
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A P P E A R A N C E S

(continued)

ALSO PRESENT:

- GEORGETTE L. GREENLEE, ESQUIRE - CTA Board Secretary
- REV. DR. BERNARD JAKES - CTA Vice Chairman
- LESTER L. BARCLAY - Chairman
- NEEMA JHA - CTA Board Member
- ROBERTO REQUEJO - CTA Board Member
- ROSA Y. ORTIZ - CTA Board Member
- MICHAEL EADDY - CTA Board Member
- NORA LEERHSEN - CTA Acting President
- SISAVANH BAKER, ESQUIRE - CTA General Counsel
- ADRIENNE BROWN, ESQUIRE - CTA
- TODD MCCOMB - Speaker
- MOLLY POPPY - Speaker
- ALEX MORENO - Speaker
- BILL MOONEY - Speaker
- SHEILA HAENNICKE - Speaker
- FANYA BURFORD-BERRY - Speaker
- TANYA FISHER - Speaker
- JOHN WERNING - Speaker
- ROBERT JONES - Speaker

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E X H I B I T S

(None marked)

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Conducted on March 11, 2026

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

2 MS. GREENLEE: If we can just settle
3 ourselves, we're ready to start the 10:00 meeting.
4 Thank you for your attention. And please silence
5 your phones. Chairman Barclay, we're ready.

6 MR. BARCLAY: Good morning. I would
7 like to call to order the meeting of the Chicago
8 Transit Board from March 11th, 2026. Georgette,
9 please call the roll.

10 MS. GREENLEE: Director Shaw?

11 MS. SHAW: Here.

12 MS. GREENLEE: Director Requejo?

13 MR. REQUEJO: Present.

14 MS. GREENLEE: Director Ortiz?

15 MS. ORTIZ: Here.

16 MS. GREENLEE: Chairman Barclay?

17 MR. BARCLAY: Here.

18 MS. GREENLEE: Director Eaddy?

19 MR. EADDY: Here.

20 MS. GREENLEE: I'll note for the record
21 that Director Jakes is here, but he is taking a by.

22 MR. JONES: What is his name? Eadie?

23 MR. EADDY: Eaddy.

24 MR. JONES: Egypt.

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1 MR. EADDY: No. Eaddy.

2 MS. GREENLEE: Director Eaddy.

3 MR. BARCLAY: Our next order of
4 business is public comment. Georgette.

5 MS. GREENLEE: Mr. Chairman, we have
6 seven public comments for today. I will call your
7 name and when I call your name, please come
8 forward. Each public common speaker will have
9 three minutes. They are timed. So please, let's
10 be mindful of that. And our first public speaker
11 is Sheila Haennicke.

12 MS. HAENNICKE: I think, yeah, we'll go
13 -- well, can we -- we're going to speak in order.
14 Can we all be up here together, but we won't speak?

15 MS. GREENLEE: No. No.

16 MS. HAENNICKE: Okay.

17 MS. GREENLEE: No.

18 MS. HAENNICKE: We'll follow the list.

19 MS. GREENLEE: Thank you.

20 MS. HAENNICKE: Thank you. Good
21 morning. Thank you for welcoming us back. I'm
22 Sheila Haennicke. I am advocate for harm
23 reduction on public transit, and I'm thrilled to
24 be here as a bearer of good news. Yes, I said

1 good news.

2 MS. GREENLEE: Yes.

3 MS. HAENNICKE: And we want to set a
4 celebratory tone here. So what I have are --
5 these are little Amazon streamer things, and you
6 hold them in your hand. I won't throw you --
7 don't worry. But they symbolize to us the stops
8 of hope that have been created with NARCAN
9 machines, and also the ripple effect that is
10 happening across the system because community
11 providers are coming together.

12 So we have three big wins to tell you
13 about. I'm just going to introduce them and then
14 my colleagues will give you more detail. To date,
15 as we complete six months of the pilot program, we
16 have three big wins. Thousands of units of NARCAN
17 have been distributed from our five pilot vending
18 machines. Hundreds of ZTA Riders have received
19 education on recognizing overdose, how to use
20 NARCAN, and what organizations in their community
21 support harm reduction. And Chicago's human
22 service safety net is being strengthened as
23 organizations involved in the pilot connect with
24 other long-established groups doing similar work

1 in and around CTA stations.

2 And I just want to emphasize, given the
3 news today, about the CTA and safety and federal
4 oversight, that all of this adds to a sense of
5 safety. I think what we're creating little by
6 little through all these different efforts, is a
7 sense of community of people who utilize the CTA
8 and the CTA itself. You'll hear shortly from my
9 colleagues more about this effort, Tanya from
10 Lutheran Social Services of Illinois, John from
11 the Recovery Alliance -- Chicago Recovery
12 Alliance, and Fanya from the West Side Heroin
13 Opioid Task Force. They'll give more specifics
14 about the wins.

15 But I want to take a moment to thank
16 all of you, Chairman Barclay, Vice Chair Jakes,
17 everyone on the CTA Board, CTA leaders, including:
18 President Nora Leerhsen; Cath Hosinski, Vice
19 President of Communications; Todd Britt, Director
20 of Legislative Affairs; and Tyler James in Equity
21 and Engagement for your openness and joining with
22 advocates and your support in improving the pilot,
23 including increasing CTA communication with Riders
24 through car cards, TV screens and announcements.

1 That is our ask today, is that we would like to
2 share this good news more widely by engaging more
3 robustly with CTA communication.

4 Together we are creating a ripple
5 effect, again, embodied by our streamers, outward
6 from the pilot stations and into the communities
7 around them, where more people now know about
8 lifesaving NARCAN and the human services that they
9 and their loved ones can access. That is truly
10 something to celebrate. Thank you.

11 MS. GREENLEE: Thank you.

12 MS. SHAW: Thank you so much, Ms. --
13 Ms. Haennicke, for being here. I -- I know we
14 have additional speakers, but I just want to
15 recognize your content -- your -- your comments
16 and that we are committed to that work as well of
17 further showcasing the success of this work. And
18 I know you're in communication with Cath on our
19 team, but we're going to keep that effort going.

20 MS. GREENLEE: Our next public comment
21 speaker is Fanya Burford-Berry.

22 MS. BURFORD-BERRY: Good morning. Good
23 morning. I am Fanya Burford-Berry. I'm the
24 director of the West Side Heroin Opioid Task

1 Force. We're a coalition of 60 organizations that
2 work with people who use drugs as well as are
3 homeless. We have a deep care and concern for
4 people who use drugs and we want to connect them
5 with treatment and recovery. And once again, we
6 thank you all for supporting this project to get
7 NARCAN, naloxone on the CTA with these vending
8 machines.

9 And once again, our ask is just simple.
10 And basically, President Nora affirms that we're
11 going to -- we want a ridership campaign where
12 we're asking that the riders, through the
13 announcements on the monitors as well as through
14 the car carts, know how to use naloxone. It's
15 important for them to know how to use naloxone
16 because when they know how to use it, if they see
17 someone experiencing an overdose, they can save
18 their lives.

19 And what's wonderful about is that
20 everybody, right? Everybody has the opportunity
21 to be a hero, you know? And so we, once again,
22 thank CTA because you are the most essential
23 service in our city connecting thousands of
24 Chicagoans every day. And unfortunately, we know

1 overdoses can occur on the CTA and we see in these
2 first six months of this pilot project that
3 overdoses actually citywide have been reduced by
4 40 percent. So if we keep this momentum up by
5 supplying free naloxone to the ridership, we will
6 continue to see a decrease in overdoses.

7 So once again, already we have the
8 support, we want to launch a ridership
9 communication campaign through digital monitors
10 and the carts and placards, and we're so grateful
11 for your support, and do you guys have any
12 questions? All right. With that being said, I am
13 done with my work. Thank you.

14 MR. BARCLAY: Thank you.

15 MS. SHAW: Thank you.

16 MS. GREENLEE: Our next public speaker
17 is Tanya Fisher.

18 MS. FISHER: Good morning. And thank
19 you to each of you board members for your service
20 to our wonderful city of Chicago. My name is
21 Tanya Fisher. I'm the outreach and education
22 manager at Lutheran Social Services of Illinois,
23 the co-chair of the NARCAN on the CTA work group,
24 and a proud member of the West Side Opioid Task

1 Force. The journalist, Johann Hari, writes that
2 the opposite of addiction is not sobriety, but
3 connection. In my professional experience, as
4 well as the sister of someone who struggles with
5 substance use, I've seen firsthand how powerful
6 connection can be in supporting recovery. When
7 the CTA made the decision to install NARCAN
8 vending machines and stations, it did something
9 really important. It didn't just place lifesaving
10 medication in public places, it also created an
11 opportunity for education and connection, and the
12 social service community here in Chicago really
13 showed up.

14 Public transit is a part of our city's
15 public health infrastructure. By making NARCAN
16 accessible in these spaces, the CTA helps ensure
17 that help is available in those critical moments
18 when someone is in crisis. Since launching the
19 five NARCAN sites, called The Stops of Hope, in
20 September, we've been holding regular outreach
21 events at each station that we call -- we call
22 these events resources on the rails. These are
23 resource fairs outside the stations where
24 organizations focused on harm reduction,

1 behavioral healthcare, food access, and other
2 community partners, including elected officials,
3 come together and meet people where they are. And
4 we found that the people are curious.

5 We've answered many questions from bus
6 drivers about how to spot the signs of an overdose
7 and when to use NARCAN. We've showed riders how
8 the NARCAN machines work, and sometimes people
9 have shared really personal stories as well. One
10 man shared that his grandmother accidentally
11 overdosed after surgery when she unknowingly took
12 too many prescribed pain medications. He had no
13 idea that NARCAN even existed. We've connected
14 people using the station as a warming center to
15 homeless outreach teams, helped someone
16 experiencing distressing mental health symptoms
17 reach a mobile response team, helped a person with
18 an --

19 MS. GREENLEE: Ms. Fisher?

20 MS. FISHER: Yes.

21 MS. GREENLEE: Just hold on one quick
22 second.

23 MS. FISHER: Yeah.

24 MS. GREENLEE: We could please ask the

1 visitors at the back -- there are enough seats for
2 everyone. We ask that all of the members who are
3 here to watch the meeting, please have a seat,
4 including those who have signs. Signs are not
5 allowed in the boardroom meeting also. Please
6 have a seat or leave the boardroom.

7 Ms. Fisher, you may start over so we
8 can hear your whole comment.

9 MS. FISHER: Thank you. Good morning,
10 board. Thank you all for your service to our city
11 of Chicago. My name is Tanya Fisher. I am the
12 outreach and education manager at Lutheran Social
13 Services of Illinois, co-chair of the NARCAN on
14 the CTA work group, and proud member of the West
15 Side Opioid Task Force. The journalist, Johann
16 Hari, writes that the opposite of addiction is not
17 sobriety, but connection. In my professional
18 experience and as the sister of someone who
19 struggles with substance use, I've seen firsthand
20 how powerful connection can be in supporting
21 recovery. When the CTA made the decision to
22 install RTF machines and stations, it did
23 something --

24 MR. BARCLAY: Excuse me. We're going

1 to take a three-minute break until we can get
2 ahold of the situation, and then you can give your
3 remarks free and clear, okay?

4 (A recess was taken.)

5 MR. BARCLAY: Can everyone have a seat,
6 please? There's a seat available, please sit down.

7 MS. GREENLEE: Yeah, yes. If there is
8 a seat available, even if you think that we're not
9 talking to you, we're talking to you, please sit
10 down.

11 MR. BARCLAY: You may continue. Start
12 from the beginning.

13 MS. GREENLEE: You got this.

14 MS. FISHER: Good morning again. I am
15 still Tanya Fisher. I'm the outreach and
16 education manager at Lutheran Social Services,
17 co-chair of the NARCAN on the CTA work group, and
18 member of the West Side Opioid Task Force. The
19 journalist, Johann Hari, writes that the opposite
20 of addiction is not sobriety, but connection. In
21 my professional experience and as the sister of
22 someone who struggles with substance use, I've
23 seen firsthand how powerful connection can be in
24 supporting recovery. When the CTA made the

1 decision to install NARCAN vending machines in
2 stations, it did something really important. It
3 didn't just place life-saving medication in public
4 spaces. It created an opportunity for education
5 and connection, and the social service community
6 in Chicago showed up.

7 Public transit is a part of our city's
8 public health infrastructure. By making NARCAN
9 accessible in these spaces, the CTA helps ensure
10 that help is available in the critical moments
11 when somebody is in crisis. Since launching the
12 five Narcan sites, which we call Stops of Hope, in
13 September, we've been holding regular outreach
14 events at each station, which we call Resources on
15 the Rails. These are resource fairs outside the
16 stations where organizations focused on harm
17 reduction, behavioral health, healthcare, food
18 access, and other community partners, including
19 elected officials, come together and meet people
20 where they are. And the people we found are very
21 curious. We've answered questions from bus
22 drivers about how to spot signs of overdose and
23 when to use Narcan, and shown so many riders how
24 the Narcan machines work.

1 Sometimes people have shared really
2 personal stories. One man told us about his
3 grandmother who accidentally overdosed after
4 surgery when she unknowingly took too many -- too
5 much prescription medication. We've connected
6 people using the station as a warming center to
7 homeless outreach teams, helped someone
8 experiencing distressing mental health symptoms
9 with the mobile response team, and helped a person
10 with an infected wound find same-day primary care.

11 Often these are moments when the
12 conversations start. Someone asks a question,
13 someone else shares a story, and before long, a
14 small crowd gathers. People want to know how the
15 machines work. They want to know what to do when
16 someone is in crisis. They want to know how to
17 help. It is often said that shame dies when
18 stories are told in safe spaces. Through this
19 outreach, we are meeting people where they are,
20 literally, at the station, and figuratively, in
21 their lives. And for a moment, the station
22 becomes something more than a transportation hub
23 that people pass through. It becomes a place
24 where people can ask questions, learn lifesaving

1 skills, and connect to help without fear or
2 judgment.

3 Public transit connects people across
4 our city every day. Making Narcan available and
5 supporting outreach like this, the CTA has helped
6 ensure that connection can also save lives,
7 because in the end, access to Narcan and
8 connection saves lives.

9 We'd like to thank you again for your
10 leadership, and helping us plant seeds of hope
11 through our Stops of Hope. And to thank you, I've
12 got some little seed packets to share with all of
13 you. And also to -- happy to take any questions.

14 MR. BARCLAY: Thank you.

15 MS. GREENLEE: Thank you. Thank you.

16 Our next public speaker is John Werning.

17 MR. WERNING: Werning.

18 MS. GREENLEE: Can you please spell
19 that for us?

20 MR. WERNING: W-E-R-N-I-N-G.

21 MS. GREENLEE: Thank you.

22 UNIDENTIFIED SPEAKER: Thank you.

23 MR. WERNING: Good morning.

24 MR. BARCLAY: Morning.

1 MS. GREENLEE: Good morning.

2 MR. WERNING: I want to thank the CTA
3 Board for holding space for us this morning. My
4 name is John Werning. I'm the executive director
5 of the Chicago Recovery Alliance. We are a
6 community partner of the West Side Heroin Opioid
7 Task Force, and passionate supporter of the CTA
8 Narcan vending machine program. If you're not
9 familiar with my organization, the Chicago
10 Recovery Alliance is one of the oldest harm
11 reduction organizations in Illinois, and the
12 oldest overdose education Naloxone distribution
13 organization in the country. Our late long-term
14 executive director, Dan Bigg, started distributing
15 Naloxone to Chicago residents at risk of opioid
16 overdose back in 1993, and subsequently started a
17 national movement in the process. He then spent
18 the following 25 years traveling around the world,
19 advocating for accessible Naloxone in high-need
20 communities. However, while Dan was the face of
21 early Naloxone distribution, he was not alone.
22 Spreading the message of radical compassion for
23 people who use opioids took incredible support
24 from the local community, many other

1 organizational champions, and investment from
2 Chicago's institutional leaders.

3 We now have free and accessible Narcan
4 throughout much of the United States because of
5 the combined effort of Dan, the Chicago harm
6 reduction community, and our municipal leaders. I
7 do not think that this point can be
8 overemphasized. The implementation of widely
9 accessible Narcan across the United States would
10 not have been possible without the grassroots
11 collaborative efforts born here in Chicago.

12 Unfortunately, we lost Dan in 2018, but
13 I see his legacy thrive in what is being
14 accomplished between the CRA, the West Side Heroin
15 Opioid Task Force, the CTA, and our local
16 government leaders. In particular, the CTA Narcan
17 vending machine program is an exceptional example
18 of a community-led solution grown from the same
19 collaborative spirit that Dan Bigg embodied. I
20 know Dan would be proud that the city of Chicago,
21 the city where Naloxone distribution began,
22 remains a national leader on innovative overdose
23 prevention strategies.

24 Sadly, we have a lot more work to do.

1 While the Illinois overdose rates are showing
2 signs of improvement, we still have high overdose
3 fatalities throughout many underserved Chicago
4 communities. Now is the moment to reinvest in
5 community, strengthen the CTA Narcan vending
6 machine program, and honor Chicago's exceptional
7 contribution to overdose prevention.

8 Again, I want to thank the board for
9 the continued partnership on the incredible Narcan
10 vending machine program, and of course I take --
11 or I welcome any questions. Thank you.

12 MR. BARCLAY: Thank you.

13 MS. GREENLEE: Our next public comment
14 speaker is Robert Jones.

15 Good morning, Mr. Jones. You have
16 three minutes.

17 MR. JONES: Good morning.

18 MR. BARCLAY: Good morning.

19 MR. JONES: My name is Robert Jones,
20 and I am a speaker of Chicago, and my organization
21 is called The Walking Preacher. That means I just
22 go out and impact people's lives, not having
23 material things, but words. But I just want to
24 say -- say to the CTA meetings, you all doing a

1 amazing job in whatever goes on in Chicago, don't
2 matter if it's struggle, everybody go through
3 things, but one thing I will say about the CTA is,
4 you all always doing a good job during the storm,
5 the spring, the fall. It doesn't matter what day
6 it is. It can be up and down, but I just want to
7 say, I love my city and I just like you all. I
8 just love what you all do for us because people
9 going through things, people go through storms,
10 but at the end of the day, the city of Chicago is
11 always resilient.

12 And I just thank you all for that.

13 MR. BARCLAY: Thank you.

14 MS. GREENLEE: Our next public comment
15 speaker is Roger Romanelli.

16 Our last public comment speaker is
17 Richard Boykin.

18 Mr. Chairman, we've received four
19 written comments, one from Georgia
20 Lesley-Thompson, one from Jamelia Hand, and two
21 from John Paul Jones. That concludes our public
22 comments for today.

23 MR. BARCLAY: Thank you, Georgette.

24 Our next item of business on the agenda is our

1 president's report, which will be given by Acting
2 President Nora Leerhsen.

3 MS. LEERHSEN: Good morning, Chairman
4 and directors. Thank you. I -- I want to start,
5 as I often do, just a cue -- a few key updates on
6 service and ridership that you saw reflected as
7 well in our revenue report. But ridership in the
8 first two months of 2026 is up 4.6 percent
9 compared to that same time in 2025, which is
10 really notable, given the winter months in
11 particular, that our ridership continues to grow
12 to that degree, especially with some real deep
13 cold days that we had in those months. So we're
14 excited to see that ridership and that growth
15 there as well.

16 MS. GREENLEE: Good evening, President,
17 there's -- the -- they are bringing in those who
18 are to be commended.

19 MS. LEERHSEN: Yes.

20 MS. GREENLEE: And just because we have
21 so much going on, we could normally hear you, but
22 right now we're struggling, so if you could just
23 wait until they have them seated, I think that
24 would be great. Thank you.

1 Thank you, President. We appreciate
2 your patience.

3 MS. LEERHSEN: Absolutely. So I was
4 highlighting the growth in ridership over the
5 first two months of the year compared to last
6 year, even with the cold winter months, and we
7 know that's a good sign of things to come for the
8 rest of the year. We also closely follow service
9 enhancements that we've made to ensure it's
10 bringing the ridership that we made them for.

11 So two examples, at the end of 2025, we
12 made two small but impactful enhancements for
13 riders on the Far North Side, including Evanston,
14 as well as on the South Side. So we extended the
15 Number 93 at the end of last year, the
16 California/Dodge Route to the Logan Square Blue
17 Line, from the Kimball Brown Line, and this change
18 is driving double-digit ridership growth this
19 year, over 14 percent, or an additional 2,400
20 rides on those routes. So again, we're seeing an
21 impact of those kind of minor in scale, but really
22 important impacts of rider and service
23 enhancements. We also extended, at the end of
24 2025, the Number 75, from the prior terminal at

1 Damen to Western Avenue, and this is driving an 8
2 percent ridership growth in the first part of the
3 year, or what is an additional 2,000 rides. So
4 key impacts there and ridership growth that we
5 really like to see continue.

6 I want to transition for a few moments
7 to recognize a tribute that CTA had on its system
8 this past month. So over the past two weeks,
9 since the passing of Reverend Jackson, Sr., the
10 nation has mourned the loss of the civil rights
11 icon. And to honor that legacy for the past
12 several weeks, and it's shown here on the screen,
13 CTA has run digital ads on 400 digital screens
14 across our rail system, which feature his
15 empowering trademark statement, I am somebody.

16 The ad, which continues to run, reads
17 the following: The CTA honors the life and
18 enduring legacy of Reverend Jesse L. Jackson,
19 Sr., whose lifelong commitment to civil rights and
20 economic justice echoes through the neighborhoods
21 we serve. He inspired generations of Chicagoans
22 to stand up, speak out, and move forward together.

23 CTA riders embraced the ads on social
24 media and have applauded its presence, and even

1 Jesse Jackson Jr., the reverend's son, reposted
2 the tribute on his own social media, and I
3 actually spoke directly with him about it at
4 Rainbow PUSH at Reverend Jackson's viewing. So
5 it's been particularly meaningful to use the CTA
6 to honor Reverend Jackson, and it's particularly
7 fitting, given his lifelong commitment to fairness
8 and access and justice, which CTA also represents
9 at its core.

10 In closing, I wanted to recognize that
11 yesterday, CTA submitted to the FTA its Revised
12 Security Enhancement Plan. This plan laid out
13 significantly increased law enforcement resources
14 from the Chicago Police Department, through our
15 voluntary special employment program, as well as
16 through the Chicago Public -- police Department's
17 Public Transportation unit. It also introduces
18 Cook County Sheriff's Office presence onto CTA for
19 deployment onto the rail system. The plan
20 includes, as well, notably increased targets for
21 crime reduction on CTA, with a particular focus on
22 the incredibly important topic of protecting CTA's
23 employees. Notably, the plan reinforces our
24 longstanding, multi-layered approach to security

1 that also uses technology, enhances our physical
2 environment, invests in social services, and moves
3 forward our violence interruption and crisis
4 responder pilot to further enhance the resources
5 available on CTA. This plan came directly out of
6 our longstanding strong commitment to public
7 safety on CTA, and it's the product of our close
8 partnership and commitment from the Chicago Police
9 Department, our core law enforcement partner, and
10 our new partnership with the Cook County Sheriff's
11 Office.

12 This news is the latest in over a year
13 of unprecedented targeted initiatives to address
14 crime on CTA, including our target admissions on
15 the Red and Blue Line, as well as
16 visibility-focused missions like the Transit Rider
17 Interaction Program, of which over 300 missions
18 have taken place just since the end of January
19 this year. All of this has been further supported
20 by the Chicago Police Department's dedicated CTA
21 Strategic Decision Support Center, which launched
22 last year and continues to produce strong results
23 and quick, effective addressing of crime on CTA by
24 CPD.

1 We know from our work over the last
2 year that when you have strong relationships with
3 law enforcement partners, when you use the
4 information and data you have from riders, from
5 employees, and that you strategically deploy, it
6 produces results for our riders and for our
7 employees. Repeatedly, we have seen crime and
8 incidents reduce when we send resources in a
9 targeted, data-informed way, and when we keep
10 riders and employees at the center of our work.

11 This plan presented a new forum and a new audience
12 for CTA to demonstrate this work on such an
13 incredibly personal issue to all of us. But that
14 commitment was there before, and it will continue.

15 With that, I will conclude my remarks,
16 Chairman. Thank you.

17 MR. BARCLAY: Thank you, Nora. Thank
18 you for your report. I wanted to echo what I
19 shared during the briefings and commend your team
20 for the work that went into submitting the Revised
21 Safety Enhancement Plan. I appreciate the staff's
22 efforts to ensure the plan was completed and
23 submitted in a timely manner. I would also like
24 to acknowledge the collaboration of the Chicago

1 Police Department and the Cook County Sheriff's
2 Office in this effort. Coordination across these
3 agencies will be critical to the successful
4 implementation of this plan and to ensuring the
5 safety of our riders and employees. Safety is
6 strongest when our partners are working together,
7 and I appreciate the partnership in this effort.

8 The safety of our riders and employees
9 is always our top priority. As the warmer months
10 approach, getting this right will be especially
11 important to continuing to build rider confidence.
12 When people feel safe, they ride. This plan will
13 be key to building that confidence. Thank you
14 again to you and the team for your work. I look
15 forward to receiving updates on the status of
16 FTA's review of the plan, as well as continued
17 progress on its implementation. Thank you.

18 At this point, I will open it up to any
19 other board members for comments.

20 MS. GREENLEE: Director Jha?

21 MS. JHA: No comments.

22 MS. GREENLEE: Director Requejo.

23 MR. REQUEJO: I want to join the chair
24 and commend you all for the patience in responding

1 back and forth to this request to improve safety
2 and security, which are very important. I also
3 want everybody to be very careful about taking
4 advice or direction from a federal government with
5 this track record in respecting the law and
6 enforcing in the law, and with the chaos and the
7 terror and the killings of ICE being just one
8 example among hundreds. And so rather than that,
9 I want to ask you again to keep walking the path
10 that started two years ago. And I've brought
11 together RTA national experts, local stakeholders,
12 including CPD, CTA workers, transit advocates,
13 community-based organizations, and social service
14 agencies, who are all together in a room and we're
15 working collaboratively, not the way the federal
16 government wants to work.

17 And I hear there are at least -- at
18 least three lines of action here. One that is
19 about police, law enforcement, private security,
20 technology. That's important. And also, it's
21 very important, another line, which is about
22 social services and violence interrupters, transit
23 ambassadors, and other people being involved in
24 the system. And the third piece, which is about

1 the physical environment. And I've shared with
2 this board and with you many times that our
3 stations, particularly at night, sometimes are not
4 the most welcoming places. And I want to take
5 them from dreadful to delightful. And I know this
6 is a big dream here, but sometimes when you walk
7 into those stations at night, the lighting, the
8 look in itself is not that conducive to a safe
9 environment. Same thing about bus stops, right?
10 And these design solutions have to be above and
11 beyond the Refresh and Renew Program, which I
12 love, that we have, but we need -- we need more
13 than that.

14 A couple of things. One, I asked a few
15 times, now that we have good data about where the
16 crime is -- is taking place, to do some
17 concentrated pilots in those locations. I know we
18 don't have yet the strength and the money to do it
19 everywhere, but we know there are some hotspots
20 downtown. We talked about the Clark and Lake
21 location being an iconic place with a lot of
22 activity, good and bad. On top of that station,
23 Google is building a headquarters. They should be
24 part of the solution, too. We have an opportunity

1 here for the partnership. And also doing some
2 interventions in the west and the south side.
3 Again, hotspots where we know what's going on
4 would be really timely right now.

5 And then just a question, right, in
6 terms of seeing substantial difference, when will
7 our riders see these improvements? Where will
8 this be deployed first? And more intensely, and
9 what would this look like in the short term?
10 Like, how -- how will I see these improvements in
11 the short term? What can you tell us about these
12 enhancements?

13 MS. LEERHSEN: Certainly. Much of the
14 missions and activity in the report are already
15 underway. We've been rolling those out since
16 January, in terms of the targeted missions,
17 particularly the trip missions and the bus
18 missions with the police department. So you will
19 see -- riders will see more police across our
20 entire bus and rail system. It is very data
21 informed, very much in the spirit of what you're
22 describing, Director, in terms of finding hotspots
23 and key locations. A lot of what I laid out in
24 the report was our own analysis, that when you

1 look at our system, you do see clear hotspots and
2 places to deploy across both our bus and rail
3 system. I want to also highlight, from the bus
4 perspective, as I know that's a topic at issue
5 today, what the report rolls out is a more
6 sophisticated, dynamic way of approaching security
7 on our bus system than ever before.

8 So it rolls out two types of bus
9 missions in coordination with the police
10 department. Police will both be riding on buses
11 in a targeted way at key locations that we've been
12 directed by employees and our own data. Those are
13 bus ride along missions. And there's a second new
14 concept, which is a bus safe corridor mission,
15 where we will have police on the street at bus
16 stops, along routes where we know that employees
17 are looking for extra support. So you're going to
18 see police deploying in a new way; in a targeted
19 way across the system. The resources from all of
20 these places are underway and ramping up and will
21 continue to over the next several weeks, but
22 you're going to see resources deploy in a way that
23 also keeps visibility at the center of the work to
24 make sure that riders see the work and feel that

1 security from the resources, which is the
2 intention here.

3 MR. REQUEJO: Thank you. What about
4 the other component? So it's more about social
5 service provision, wireless interruption, other
6 people oriented ways of tackling the issues and
7 what are our riders and our workers want to see
8 differently.

9 MS. LEERHSEN: Sure. So the Safe Ride
10 -- safe Ride Specialist Pilot is underway in
11 getting put together right now. So we issued an
12 RFP and I -- I can have staff, kind of, give the
13 latest -- molly Poppy. And we got strong
14 responses, strong interest in that from both the
15 violence interruption and crisis response fields,
16 and that's very actively being put together and
17 riders would see that deploy later this year.

18 MS. POPPY: So we had about five
19 applicants for the violence interrupter and we had
20 about TEN applicants for the crisis intervention.
21 We've reviewed those applications and have moved
22 forward a number of applications for both sets of
23 interviews. We'll be doing interviews and phase
24 two review and presentations with CTA staff next

1 week for violence interrupters. And then the week
2 following will be crisis intervention. We have
3 two groups that have moved forward for violence
4 interruption and then five groups that have moved
5 forward for crisis intervention. And then once we
6 do those presentations over the next two weeks, we
7 will then caucus and do a final decision and then
8 select the organizations that we will then
9 negotiate with for a professional services
10 agreement. The goal is to have that negotiated
11 over the spring and then be able to start
12 deploying resources this summer.

13 MR. REQUEJO: How fast can we see these
14 improvements in our bus and our trains and our
15 system?

16 MS. POPPY: Yeah, the goal is to get
17 live by July, is where we're trying to target for.
18 You know, obviously, anytime you go into
19 negotiations, it can take a while, but we've got
20 really strong commitment from the individuals or
21 the organizations that have submitted, and there's
22 a lot of momentum internally. So I feel pretty
23 good that we would hit a July time frame of having
24 the professional services agreements negotiated

1 and starting to talk deployment.

2 MR. REQUEJO: And what about selecting
3 just a few -- just the starting routes or buses or
4 stations to start testing this full hands on deck
5 approach while we wait for -- for --

6 MS. POPPY: Yeah, we can -- we can take
7 a look at that and see if there's something that
8 we can -- can try to leverage. There's other
9 partners that we've talked to that maybe aren't
10 going through the innovation studio process or if
11 -- if we can take it through a slightly different
12 process, but I think we -- we can see if there's
13 things that we can do to accelerate and move
14 things forward faster. You know, leveraging some
15 of our existing partnerships like Thresholds and
16 Haymarket. We can -- we can talk about that and
17 see what we can do to accelerate it.

18 MR. REQUEJO: Okay. I want to let my
19 other colleagues come in. So I want to, again,
20 commend you for the effort and also express
21 (indiscernible) about these partnerships and also
22 remind you that every time CTA has extended their
23 hand and asked the nonprofit community, see what
24 happened earlier today, everybody shows up to help

1 out. So please continue down that route.

2 MS. POPPY: Absolutely.

3 MS. ORTIZ: I'm going to echo those
4 sentiments. Thank you to everyone who helped put
5 that together to get it out. I know timing was
6 challenging and so were the requests. I also
7 challenge the opportunity to stand on our own
8 ground of saying, you know, continuously we get
9 requests from the national government that we have
10 our own criteria as to where and how we need to
11 adjust. On that note, in terms of crime spots and
12 hotspots, I believe a lot in partnerships, and so
13 I definitely echo the opportunity to partner with
14 community organizations. I know some are
15 citywide, but they are very local, extremely great
16 organization at the hyper local level. And I
17 think for those hotspots, it would be really
18 important to connect with those organizations
19 because they're probably doing that kind of work
20 anyway. And so really, partnering with them to
21 understand those specific hotspots and how can we
22 align resources.

23 I believe in contracting as well as
24 partnering and leveraging the resources that are

1 probably already in place for those communities
2 who are experiencing different levels of
3 investment and disinvestment. So I really would
4 encourage all of us, just as we have government
5 relationships, I think there's a great opportunity
6 to do neighborhood relationships at the hyper
7 local level. So I really would love to support
8 those efforts. And if there are organizations who
9 are willing to partner as well, which I'm sure
10 there are, I think that is an also really --
11 sorry, reliable and important task for us to
12 follow.

13 Last but not least, I just really want
14 to echo the sentiment of bus and rail. So many of
15 our communities are not served by rail, and so
16 really being able to understand, sort of, the
17 needs in our bus system that reach other
18 communities that most rail doesn't, I think is
19 also really important.

20 So thank you, again, for your
21 leadership. Thank you, again, for all the staff
22 who has worked diligently and all -- all of our
23 frontline workers as well for all of their work.

24 MS. GREENLEE: Thank you.

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1 Director Jakes?

2 MR. JAKES: I have no -- no questions.

3 MS. GREENLEE: Director Eaddy?

4 MR. EADDY: No question, but just
5 wanted to commend you for remaining diligent and
6 in terms of the Security Enhancement Plan and
7 bringing together CPD, Cook County Sheriff, and
8 those other agencies. Just want to commend you
9 for your leadership. Thank you, sir.

10 MS. GREENLEE: Thank you.

11 MR. BARCLAY: Thank you.

12 Nora, I know you wanted to recognize
13 some of our workers as --

14 MS. LEERHSEN: Yes. Excited to move on
15 to the next aspect of our agenda here. So members
16 of the board, today we have the pleasure of being
17 joined by some of the finest employees at the
18 Chicago Transit Authority. And at this time, it
19 is my privilege to introduce you to 20 employees
20 who received multiple customer commendations in
21 2025. These employees are among the very best of
22 the best at our agency, and that's not my opinion.
23 They've been praised directly from our customers
24 themselves, who took time to reach out to CTA and

1 commend these employees for their professionalism,
2 their kindness, and their commitment to ensuring
3 that our riders have the best CTA travel
4 experience. From the words of our riders, these
5 employees are kind, caring professionals who
6 create a sense of community and who turn stressful
7 moments into positive experiences. Those words
8 capture exactly what make each of them so special.
9 They are not simply just doing their jobs, they do
10 them with excellence. Many go well beyond
11 anything found in their job descriptions. They're
12 exactly the kind of employees who represent the
13 very best of CTA and the services we strive to
14 provide every day. Each of these individuals
15 received multiple commendations from our riders
16 over the past year.

17 So as I walked through and announced
18 that I will also acknowledge employees who have
19 over 20 years of service with CTA. To our
20 employees when I call your name, please stand to
21 be recognized and proceed along the wall to be
22 photographed with the board and myself. Beginning
23 with two commendations each, we have Jamarr
24 Jackson, rapid transit operator. And Albert

1 Mitchell, rapid transit operator. Albert is a CTA
2 veteran with 25 years of service. With three
3 commendations, Joining us today are Luis Frontany,
4 bus operator. Christopher Keaton, bus operator.
5 Rodney Terry, bus operator. Ryan Henson, rapid
6 transit operator. And Annette Dorsey, customer
7 service representative. With four commendations,
8 we have Atmas Shaw, bus operator.

9 MS. SHAW: Thank you.

10 MS. LEERHSEN: Reginald Smith, bus
11 operator. And Reginald has 20 years of service
12 with the CTA. Corey Washington, bus operator.
13 Corey is a 26-year CTA member. And Bonita
14 Humphrey, customer service representative. Bonita
15 has an incredible 35 years of service. With five
16 commendations, we have Darryl Cox, bus operator.
17 And I just have to pause here because as many of
18 you that ride CTA will say when you have it, this
19 is my CSA. This is who I see every morning and
20 she sees me rush through the turnstiles at my
21 stop. So Quiana Bradley-Davis. I'm proud to say
22 I'm one of those five commendations that she gets
23 every day. Jamere Dantzler, customer service
24 assistant. And Kelle Holmes, customer service

1 representative. Kelle has 23 years of service
2 with the CTA. With six commendations, we have
3 Thaddeus Moody, janitor and rail station manager.

4 And I just want to go back to a
5 previous employee just to make sure we recognize
6 them. So with two commendations, we have Anthony
7 Lewis, bus operator. With seven commendations and
8 being recognized here for the sixth time at our
9 board meeting, we have Alexa McCracklin. With ten
10 commendations, we have Ben Johnson, customer
11 service representative.

12 MR. JOHNSON: It wasn't east being here.

13 MS. LEERHSEN: And finally, with an
14 impressive 11 commendations in 2025, in less than
15 one year of service with the CTA. We have Jose
16 Abarca. I want to congratulate all of you for
17 this recognition and what has been quite
18 heartwarming for me is I know many of you from the
19 field and from being out. And I'm not surprised
20 to see you here with the energy that you bring to
21 every single interaction at CTA. So thank you so
22 much for all that you do.

23 (A recess was taken.)

24 MR. BARCLAY: So they have left. This

1 is always one of those times when we are all moved
2 as board members to see the hardworking employees
3 who oftentimes go unrecognized for all their
4 exemplary service to our city. So I want to,
5 again, thank them each. I'm sorry that they --
6 they made that exit, but on behalf of the board, I
7 want to thank all of them and thank the citizens
8 for nominating them as well and recognizing their
9 hard work and their diligence. So thank you for
10 your report this morning.

11 Our next -- can we move on? Our next
12 order of business is the approval of the minutes
13 of the regular board meeting of February 11th,
14 2026. May I have a motion to approve?

15 MS. ORTIZ: So moved.

16 MR. EADDY: Second.

17 MS. GREENLEE: It's been moved by
18 Director Ortiz seconded by Director Eaddy that the
19 minutes from February 11th, 2026 be approved as
20 submitted. We'll take a roll call vote.

21 Director Jha?

22 MS. JHA: Yes.

23 MS. GREENLEE: Director Requejo?

24 MR. REQUEJO: Yes.

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1 MS. GREENLEE: Director Ortiz?

2 MS. ORTIZ: Yes.

3 MS. GREENLEE: Chairman Barclay?

4 MR. BARCLAY: Yes.

5 MS. GREENLEE: Director Jakes?

6 MR. JAKES: Yes.

7 MS. GREENLEE: Director Eaddy?

8 MR. EADDY: Yes.

9 MS. GREENLEE: The motion passes.

10 MR. BARCLAY: Our next item on the
11 agenda is executive session.

12 Sisavanh Baker, it is my understanding
13 that today we do have an executive session.

14 MS. BAKER: That's correct, Chairman
15 Barclay. There will be an executive session today
16 pursuant to meetings at 5ILCS 120/2C11 and 21.

17 MR. BARCLAY: I will now entertain a
18 motion to recess into executive session for the
19 reasons stated by Counsel.

20 MS. ORTIZ: So moved.

21 MR. EADDY: Second.

22 MS. GREENLEE: It's been moved by
23 Director Ortiz, seconded by Director Eaddy that
24 the board will move into a second session for the

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1 reasons stated by Counsel. We'll take a roll call
2 vote.

3 Director Jha?

4 MS. JHA: Yes.

5 MS. GREENLEE: Director Requejo?

6 MR. REQUEJO: Yes.

7 MS. GREENLEE: Director Ortiz?

8 MS. ORTIZ: Yes.

9 MS. GREENLEE: Chairman Barclay?

10 MR. BARCLAY: Yes.

11 MS. GREENLEE: Director Jakes?

12 MR. JAKES: Yes.

13 MS. GREENLEE: Director Eaddy?

14 MR. EADDY: Yes.

15 MS. GREENLEE: Motion passes. And it's

16 10:57.

17 (A recess was taken.)

18 MS. GREENLEE: It's been moved by

19 Director Ortiz, seconded by Director Eaddy that

20 the board returned to open session, and it is

21 11:29 a.m. We'll take a roll call vote.

22 Director Jha?

23 MS. JHA: Yes.

24 MS. GREENLEE: Director Requejo?

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1 MR. REQUEJO: Yes.

2 MS. GREENLEE: Director Ortiz?

3 MS. ORTIZ: Yes.

4 MS. GREENLEE: Chairman Barclay?

5 MR. BARCLAY: Yes.

6 MS. GREENLEE: Director Jakes?

7 MR. JAKES: Yes.

8 MS. GREENLEE: Director Eaddy?

9 MR. EADDY: Yes.

10 MS. GREENLEE: The motion passes.

11 (A recess was taken.)

12 MS. BAKER: In Item 6A, the board
13 reviewed the closed session meeting minutes for
14 February 11th, 2026.

15 MR. BARCLAY: May I please have a
16 motion to approve the closed session minutes of
17 February 11th, 2026.

18 MS. ORTIZ: So moved.

19 MR. EADDY: Second.

20 MS. GREENLEE: It's been moved by
21 Director Ortiz seconded by Director Eaddy that the
22 closed session minutes from February 11th, 2026 be
23 approved. We'll take a roll call vote.

24 Director Jha?

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1 MS. JHA: Yes.

2 MS. GREENLEE: Director Requejo?

3 MR. REQUEJO: Yes.

4 MS. GREENLEE: Director Ortiz?

5 MS. ORTIZ: Yes.

6 MS. GREENLEE: Chairman Barclay?

7 MR. BARCLAY: Yes.

8 MS. GREENLEE: Director Jakes?

9 MR. JAKES: Yes.

10 MS. GREENLEE: Director Eaddy?

11 MR. EADDY: Yes.

12 MS. GREENLEE: The motion passes.

13 MR. BARCLAY: We will now address Board
14 Agenda Item 7, board matters.

15 Georgette, do we have any board matters
16 today?

17 MS. GREENLEE: Mr. Chairman, there is
18 one board matter for consideration today. And
19 that is to approve an ordinance designating Ashley
20 Neuhauser as the Chicago Transit Authorities
21 Acting Ethics Officer.

22 MR. BARCLAY: May we please have a
23 motion to approve ordinance designating Ashley
24 Neuhauser as the Chicago Transit Authorities

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1 Acting Ethics Officer.

2 MS. ORTIZ: So moved.

3 MR. EADDY: Second.

4 MS. GREENLEE: It's been moved by
5 Director Ortiz seconded by Director Eaddy that the
6 board approve the ordinance designating Ashley
7 Neuhauser as the Chicago Transit Authorities
8 Acting Ethics Officer. We'll take a roll call
9 vote.

10 Director Jha?

11 MS. JHA: Yes.

12 MS. GREENLEE: Director Requejo?

13 MR. REQUEJO: Yes.

14 MS. GREENLEE: Director Ortiz?

15 MS. ORTIZ: Yes.

16 MS. GREENLEE: Chairman Barclay?

17 MR. BARCLAY: Yes.

18 MS. GREENLEE: Director Jakes?

19 MR. JAKES: Yes.

20 MS. GREENLEE: Director Eaddy?

21 MR. EADDY: Yes.

22 MS. GREENLEE: The motion passes.

23 MR. BARCLAY: Our next order of
24 business -- our next order of business is a report

1 from the committee on finance audit and monitoring.

2 MR. JAKES: Mr. Chairman, the committee
3 met earlier this morning and approved the February
4 11th, 2026 committee minutes and reviewed the
5 finance report. The committee reviewed the
6 following two ordinances. One, review of the
7 ordinance authorizing the purchase of real
8 property located at 2718 West -- West Street,
9 Georges Court in Chicago for the All Stations
10 Accessibility Program, Blue Line.

11 Number two, review of an ordinance,
12 authorizing an intergovernmental agreement with
13 City Colleges of Chicago for commercial learners
14 permit training. The committee also reviewed nine
15 contracts. The committee placed the two
16 ordinances and nine contracts on the omnibus.
17 Committee approved and recommended for board
18 approval two ordinances and nine contracts. This
19 concludes the report of the finance audit and
20 budget committee.

21 MS. GREENLEE: Excuse me. Director of
22 the committee approved eight contracts, deferred
23 one --

24 MR. JAKES: Okay.

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1 MS. GREENLEE: -- and two ordinances.

2 MR. JAKES: All right. Add that to my
3 report. Thank you. Thank you.

4 MR. BARCLAY: I will now entertain a
5 motion to approve (indiscernible).

6 MS. ORTIZ: So moved.

7 MR. EADDY: Second.

8 MS. GREENLEE: It's been moved by
9 Director Ortiz, seconded by Director Eaddy, that
10 the committee approve the report of the finance
11 audit and budget committee. Well take a roll call
12 vote.

13 Director Jha?

14 MS. JHA: Yes.

15 MS. GREENLEE: Director Requejo?

16 MR. REQUEJO: Yes.

17 MS. GREENLEE: Director Ortiz?

18 MS. ORTIZ: Yes.

19 MS. GREENLEE: Chairman Barclay?

20 MR. BARCLAY: Yes.

21 MS. GREENLEE: Director Jakes?

22 MR. JAKES: Yes.

23 MS. GREENLEE: Director Eaddy?

24 MR. EADDY: Yes.

1 MS. GREENLEE: The motion passes.

2 MR. BARCLAY: Our next order of
3 business is the construction report from Bill
4 Mooney, our Chief Infrastructure Officer, and Juan
5 Pablo, Director of Diversity Programs.

6 MR. MOONEY: Good morning. Once again,
7 I'm Bill Mooney, Chief Infrastructure Officer, and
8 I'm joined by --

9 MR. PABLO: Morning Directors, Juan
10 Pablo Prieto, Director of Diversity Programs.

11 MR. MOONEY: We will be focusing this
12 month on a new project, which is our partnership
13 with the Chicago Department of Transportation
14 around the state and lake station reconstruction
15 project, which is considered part of our All
16 Stations Accessibility Program, and a really key
17 station for access for the entire city and the
18 rest of the system.

19 So this project is unique in the fact
20 that it's not when we're directly bringing
21 contractors to it. We didn't redesign. Effort on
22 it is a -- a long-standing relationship we've had
23 with the city of Chicago on the downtown stations,
24 many of which they are actually the owner of

1 record on. They actually seek funding for these
2 station renovations and advanced projects along
3 this line.

4 Under the circumstances Chicago
5 Department of Transportation is executing this
6 project and we are -- we are coordinating our
7 efforts around that. We are managing their impact
8 on our system. We are certainly opining on the
9 design and other such things, the elements that we
10 ultimately own the operation maintenance on in the
11 long term, but they are actually leading the
12 construction effort on this. Similar to Damen
13 Station, which was an infill, we -- we do report
14 it as part of our system, as part of the program
15 that we -- we ultimately do coordinate with and
16 want you to be aware of.

17 So -- so at the beginning of this year,
18 they closed the station just shortly after the
19 holidays for a three-year period. So this is a
20 historical station, dates back to the original
21 1890s. We had numerous challenges around it.
22 State of the repair with the access on the
23 platform was -- was real challenging. The height
24 of the relationship of the newer bottom track

1 system that sits there in the old platform and
2 rail car interface, anyone that was there would
3 have seen that it was a pretty -- five, six-inch
4 gap as you were trying to get up and into a train
5 in that location. But as it is a key transfer
6 point to the Red Line from the loop, that it
7 really had to be -- to be connected to it.

8 So the project deals with the whole
9 modern reconstruction of the station, tearing it
10 down entirely, re-building up from the ground,
11 making it fully accessible, meeting all the modern
12 criteria. We expect it to expand with the
13 platforms, multiple elevator transfer points. The
14 project also brought in an element that wasn't
15 initially envisioned. That was one of the things
16 we -- we advocated very strongly for as an agency
17 to be included with this, which was an accessible
18 transfer to the Red Line. So the original
19 concepts around this project did not have an
20 elevator that went down to connect the Lake
21 Station on the Red Line there, to stay in Lake
22 Station for that transfer. And so that was a
23 thing that we worked with them on, and they were
24 able to incorporate it. While it's not a direct

1 transfer that you go from the elevator to -- to
2 the subway, it is a -- a suite transfer that does
3 create that access point as -- as you kind of
4 experience historically there, which is a huge --
5 huge win, I think, for our system and our users.

6 So -- so most of the big work that
7 they've been doing over the last couple months, as
8 they've been shutting down, is taking down this
9 historical element. So the first thing that kind
10 of happens when we take down a station is -- is we
11 strip out kind of signage, benches, garbage cans,
12 all these recoupable things that we may reuse in
13 -- in -- in our maintenance programs or may have
14 some value to -- to others, and then they start
15 taking apart piece by piece. So here you can see
16 that iconic Chicago Theater sign in the background
17 as they're -- they're dismantling. This work is
18 occurring at night as it is exceptionally
19 disruptive either under flagging protection where
20 we have people protecting the workers and train
21 movement around that, or while they are -- while
22 (indiscernible) is asleep, right? So that 1:00 to
23 4:00 a.m. window every night is pretty much, like,
24 open for them to get this work in there, and they

1 can get the (indiscernible) in there.

2 MS. LEERHSEN: That's a good photo,
3 Bill.

4 MR. MOONEY: This one? Yeah.

5 MS. LEERHSEN: It's one of our top
6 construction report photos.

7 MR. MOONEY: We should do a whole
8 calendar of that.

9 MS. LEERHSEN: Yeah.

10 MR. MOONEY: So -- so one of the other
11 big things with this, right, is train access. So
12 not only is it challenging to do the work around
13 the loop and all our interactions there, but you
14 have to plant a crane in the middle of Lake and
15 State, which is kind of a busy corner in Chicago.
16 And so facilitating the construction around the
17 rest of that corridor is challenging. So this,
18 again, is why a lot of this work is occurring at
19 nights in the foreground.

20 So here's, again, some other demolition
21 shots, which again is primarily the big focus
22 right now, is getting that down. If you go out
23 there as of -- when I was out there Friday
24 afternoon, there was, like, one span, which is

1 about a 40-foot section of platform steel left.
2 Otherwise pretty much all is gone and there's like
3 a base of a stairwell left. I think actually most
4 of that went away this weekend.

5 And then here you can see kind of the
6 -- the station is gone. So this is looking north
7 on -- this is actually looking south on State
8 Street, you know, north of -- of where the station
9 historically was. You can see the main station
10 houses are gone. You can see the stairwell is
11 still in place there. And then just on the other
12 side of this, just south of Lake Street, there's a
13 pretty large excavation starting. So they are
14 waiting on the final building permits to start the
15 full build. They've got permits to start doing
16 advance utility work and do the demolition, but
17 they're waiting for the final sign-off from the
18 buildings department to start the excavation for
19 the elevator to the subway.

20 There is a lot of stuff in the street
21 here. You -- you would -- you would not be
22 surprised thinking about all the buildings and
23 everything there, about all the electrical lines,
24 all the water lines, all the gas lines, all the

1 AT&T and Comcast and everything that's buried in
2 the street. So a lot of this first year work for
3 them is actually repositioning that in the street
4 to be able to create the access points they need
5 to be able to go into the subway. We also run
6 connections for our (indiscernible) power system,
7 not only to the elevator structure there; we have
8 a substation right adjacent to it. We run both
9 subways that way. So there's a lot of stuff there
10 that they've got to work around, so you'll see
11 some tedious photos for a while. You'll start to
12 see some of the things that you typically see on
13 our projects. On RPM you saw at the beginning,
14 you'll see (indiscernible). So the foundations of
15 the developing structure will be kind of a big
16 thing coming up there. And then we'll start to
17 see kind of new construction on the stations.

18 So that's our -- that's our key focus
19 project, and with that, I will pass it on to JP to
20 talk a little bit about our outreach.

21 MR. BARCLAY: Thanks, Bill.

22 MR. MOONEY: Sorry. (indiscernible).

23 MR. PABLO: Good morning, directors.

24 In February we hosted and attended a number of

1 events to inform small businesses and residents on
2 the contracting career opportunities on CTA
3 projects. Today I'm going to be talking about the
4 winter semi-annual workforce outreach.

5 So on February 4th we hosted this event
6 where over 150 attendees at the Breakthrough
7 FamilyPlex heard a presentation about our
8 workforce initiatives and upcoming opportunities
9 in our projects. Additionally, they heard from
10 REDefine Southside Partners Joint Venture, the
11 construction manager for the Red Line Extension,
12 who has open positions and was actively seeking
13 residents of economic disadvantaged areas to
14 apply. After the presentation, the attendees were
15 able to network with contractors, all of our
16 workforce partners, and the building trade unions
17 who were there to find their path, to either start
18 or continue their career.

19 That concludes our report for this
20 month. We're happy to answer any questions.

21 MR. MOONEY: So any questions on State,
22 Lake, or JP highlighted our outreach events, or
23 any of the other projects in the program
24 (indiscernible)?

1 MR. EADDY: Questions? No questions.

2 MR. REQUEJO: On State and Lake, I
3 think it would be helpful to see the final
4 designs. Pretty impressive what they're trying to
5 do --

6 MR. MOONEY: Sure.

7 MR. REQUEJO: -- over there. I hate to
8 be the -- the guy bringing up this issue, but how
9 are we going to deal with the pigeon situation in
10 such a huge glass structure that we are putting
11 together?

12 MR. MOONEY: Yeah. So -- so I will be
13 glad in next month's report -- and I apologize,
14 usually we do that when we introduce a project,
15 and we should've included it in this one. We'll
16 get you some of the renderings of the finished
17 product. It is an architectural feat of -- of
18 show for Gateway Station's last dome that they
19 built on. So how you deal with this is kind of a
20 multifold thing, and we require -- so a lot of
21 what goes into these documents, even though they
22 are (indiscernible) is what we call them, are
23 infrastructure design construction manual or our
24 criteria manual. So there are specs for what we

1 require when you design things for us as the basis
2 for the design documents, and we put those onus on
3 the designer to identify locations and roosting
4 and come up with mitigating measures.

5 State and Lake is unique about how they
6 design the structure elements for this canopy to
7 -- to design out a lot of those -- those roosting
8 elements. There are not a lot of cross members
9 that are holding this. It is a kind of big
10 sweeping tubular structure that is standalone
11 versus a lot of our stations where you see kind of
12 those cross-branch things that become the roosting
13 elements that then we have to design either metal
14 plating that kind of prevents the roosting or the
15 -- the trip-line wire that goes in there or spikes
16 or other such things.

17 I will say broadly, no matter how smart
18 we are on designing around pigeons, it is
19 astonishing how resilient a creature they are and
20 what they can find to do. And one of the biggest
21 challenges we have on anything is not the design;
22 it is the nature of the culture around it. If you
23 go to Belmont and Fullerton on the Brown Line,
24 they are almost identical, redundant stations.

1 Within almost years of each other, they were
2 designed by the same architect. They were built
3 by the same contractor. You go to Belmont and the
4 amount of effort we put in to keep pigeons away
5 from Belmont compared to their experience at
6 Fullerton, which is not very far away, climately
7 close to the lake and all those other types of
8 things, and what is the big difference is there is
9 a community of people that feed the pigeons at
10 Belmont and they're not (indiscernible). So one
11 of the largest challenges at Clark and Lake has
12 very little to do with the design. The design has
13 some real challenges about roosting that we've
14 been battling for a lifetime. It has to do with
15 the amount of food that used to come out of that
16 food court, out of SAIC when it was there, and
17 what was left on the platform and straps. And it
18 just draws the -- the pigeons know there's stuff
19 there, and then they become a family around it.

20 So -- so I think to your original
21 question, we -- there was a lot of thought put
22 into how you manage around some of those elements
23 of design. I think if you look at
24 Washington/Wabash, which was a CTA outlet project,

1 and then you see some large canopy and
2 architecture features there, they -- they address
3 a lot of those similar concerns with -- with that
4 canopy as well.

5 MR. REQUEJO: Yeah, I'm glad to hear
6 because I'm guessing the cleaning would be on us,
7 right?

8 MR. MOONEY: Yes.

9 MR. REQUEJO: So --

10 MR. MOONEY: Once -- once they cut a
11 ribbon, it becomes our key structure.

12 MR. REQUEJO: Right. And it's such a
13 huge dome.

14 MR. MOONEY: We -- we still -- we spend
15 a lot of commentary about the long-term operation
16 and maintenance.

17 MR. REQUEJO: Okay.

18 MR. MOONEY: And one of the
19 conversations we're actually having right now is
20 the type of glass we're using and talking to our
21 vendors about sourcing that glass and
22 (indiscernible) as a lead time. So as we decide
23 on the final product that goes in there, we know
24 it's something we can replace and maintain in the

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1 long term. So --

2 MR. REQUEJO: Glad to hear, yeah.

3 MR. MOONEY: Yeah.

4 MS. GREENLEE: Other questions,
5 Director Ortiz?

6 MS. ORTIZ: No.

7 MS. GREENLEE: Director Jakes?

8 MR. JAKES: No.

9 MS. GREENLEE: Director Eaddy?

10 MR. EADDY: No question.

11 MS. GREENLEE: Chairman Barclay, I
12 believe there are no additional questions.

13 MR. BARCLAY: Thank you. Our final
14 order of business is new business. Is there any
15 new business?

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

18 MS. ORTIZ: I have a quick comment. I
19 just wanted to -- under new business, I just
20 wanted to recognize and acknowledge 25 years of
21 service for Adrienne Brown. She just completed
22 that 25 years. She started as an intern and is
23 still very much with us. And so I just want to
24 take the time to thank her for her service and

1 appreciate all the efforts that she makes to help
2 all of us on the board.

3 MS. GREENLEE: Oh, that's so great. I
4 wish she was in the room.

5 MR. BARCLAY: We can go get her.

6 MS. GREENLEE: I can go get her. I
7 would love to.

8 MR. BARCLAY: Do that.

9 MS. ORTIZ: Thank you all for your
10 patience. Almost done.

11 (A recess was taken.)

12 MS. ORTIZ: Ms. Adrienne Brown, we just
13 want to thank you for your 25 years of service to
14 the CTA.

15 MS. BROWN: Thank you.

16 MS. ORTIZ: We couldn't be here without
17 all of your help on a daily basis for all of our
18 board meetings. We appreciate you. Thank you for
19 being part of CTA since you were an intern and
20 staying with us all throughout. CTA is better
21 because of you.

22 MS. BROWN: Thank you. Appreciate it.

23 MR. JAKES: (inaudible) say something
24 about a \$300 Gibson gift card. Well, that's what

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1 I thought (indiscernible).

2 MS. ORTIZ: For all of us?

3 MR. JAKES: Yes.

4 MR. BARCLAY: I will -- I will cover
5 dinner at Gibson (crosstalk)

6 Since there's no further business to
7 come before the board, may I have a motion to
8 adjourn the Chicago Transfer Board meeting of
9 March 11th, 2026?

10 MS. ORTIZ: So moved.

11 MR. EADDY: Second.

12 MS. GREENLEE: It's been moved by
13 Director Ortiz, seconded by Director Eaddy, that
14 the board meeting of March 11th, 2026, be
15 adjourned. We'll take a roll call vote.

16 Director Jha?

17 MS. JHA: Yes.

18 MS. GREENLEE: Director Requejo?

19 MR. REQUEJO: Yes.

20 MS. GREENLEE: Director Ortiz?

21 MS. ORTIZ: Yes.

22 MS. GREENLEE: Chairman Barclay?

23 MR. BARCLAY: Yes.

24 MS. GREENLEE: Director Jakes?

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1 MR. JAKES: Yes.

2 MS. GREENLEE: Director Eaddy?

3 MR. EADDY: Yes.

4 MS. GREENLEE: The meeting -- the
5 motion passes.

6 MR. BARCLAY: Thank you.

7 (Off the record at 11:46 a.m.)

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22 FOR THE STATE OF ILLINOIS

23 MARCH 18, 2026

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PLANET DEPOS, LLC
MARCH 18, 2026

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