



**Planet Depos**<sup>®</sup>  
We Make It *Happen*<sup>™</sup>

---

# Transcript of Chicago Transit Authority Board Meeting

**Date:** May 14, 2025

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

**Planet Depos**

**Phone:** 888.433.3767 | **Email:** [transcripts@planetdepos.com](mailto:transcripts@planetdepos.com)

[www.planetdepos.com](http://www.planetdepos.com)

Michigan #8598 | Nevada #089F | New Mexico #566

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24

BEFORE THE CHICAGO TRANSIT AUTHORITY BOARD

BOARD MEETING

Chicago, Illinois

Wednesday, May 14, 2025

10:01 a.m. CDT

Job No.: 582102

Pages 1 - 104

Reported by: Kristine Wesner, CVR

Transcript of Chicago Transit Authority Board Meeting  
Conducted on May 14, 2025

1 CHICAGO TRANSIT AUTHORITY BOARD MEETING, held  
2 at:

3  
4 CHICAGO TRANSIT AUTHORITY  
5 567 West Lake Street  
6 Chicago, Illinois 60661  
7 312.681.3137

8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24

Pursuant to agreement, before Kristine  
Wesner, Certified Verbatim Reporter, and Notary  
Public in and for the State of Illinois.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24

A P P E A R A N C E S

PRESENT:

- LESTER L. BARCLAY, Chairman
- REV. DR. BERNARD JAKES, Vice Chair
- ROSA Y. ORTIZ, Director
- MICHELE A. LEE, Director
- NEEMA JHA, Director
- ROBERTO ROQUEJO, Director

ALSO PRESENT:

- Nora Leerhsen, Acting CTA President
- Georgette L. Greenlee, Board Secretary
- Kent Ray, General Counsel

Transcript of Chicago Transit Authority Board Meeting  
Conducted on May 14, 2025

4

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

2 CHAIRMAN BARCLAY: Good morning. I  
3 would like to call to order the Chicago -- the  
4 meeting of the Chicago Transit Board for May 14,  
5 2025.

6 Georgette, please call the roll.

7 MS. GREENLEE: Director Jha?

8 DIRECTOR JHA: Here.

9 MS. GREENLEE: Director Roquejo?

10 DIRECTOR ROQUEJO: Present.

11 MS. GREENLEE: Director Ortiz?

12 DIRECTOR ORTIZ: Here.

13 MS. GREENLEE: Chairman Barclay?

14 CHAIRMAN BARCLAY: Here.

15 MS. GREENLEE: Director Jakes?

16 VICE CHAIRMAN JAKES: Here.

17 MS. GREENLEE: Director Lee?

18 DIRECTOR LEE: Here.

19 MR. JOHNSON: I will note for the  
20 record that Director Michael Eaddy is absent.

21 Chairman Barclay, you do have a quorum.

22 CHAIRMAN BARCLAY: Our next order of  
23 business is public comments.

24 Georgette?

Transcript of Chicago Transit Authority Board Meeting  
Conducted on May 14, 2025

5

1 MS. GREENLEE: Chairman Barclay, we  
2 have public comments for today. I will call our  
3 registered speakers up and ask that you keep your  
4 comments and your remarks to three minutes. Our  
5 first speaker for today is Ben Chargot.

6 MR. CHARGOT: Chargot. Anything is  
7 fine though. People say it all sorts of ways.

8 MS. GREENLEE: I like Chargot. Okay.  
9 It's Ben Chargot. It's Ben Chargot, everybody.

10 (Simultaneous speech.)

11 MR. CHARGOT: Up here?

12 MS. GREENLEE: Yeah. It's here.

13 UNKNOWN SPEAKER: One second.

14 MR. CHARGOT: Wherever you want me.

15 MS. GREENLEE: Come here?

16 MR. CHARGOT: Oh, that helps. Come on.  
17 Let's go.

18 Is it a podium or something?

19 MS. GREENLEE: It's a seat.

20 MR. CHARGOT: Oh, awesome.

21 MS. GREENLEE: All right.

22 MR. CHARGOT: Thank you. Wonderful.  
23 That's the microphone that's like 3 feet ahead of  
24 you.

1 (Simultaneous speech.)

2 MR. CHARGOT: All right. Okay. Good  
3 morning.

4 VICE CHAIRMAN JAKES: Good morning.

5 MR. CHARGOT: My name is Ben. I am a  
6 proud Chicagoan, a daily CTA rider, and someone  
7 who is blind and uses my guide dog to navigate the  
8 city. We work together.

9 I chose to move to Chicago precisely  
10 because of the robust public transit system, which  
11 is not just a convenience, but a necessity in a  
12 city of this size. And for people with  
13 disabilities, it's our connection to employment,  
14 health care, community, and independence in  
15 general. I take the Brown Line to work. I take  
16 the Ashland bus to see friends. I utilize many  
17 other lines to get around the city. Living in  
18 Lakeview, I fully recognize the privilege of being  
19 close to so many bus and train lines.

20 However, these options won't matter if  
21 future disability inclusion is not considered or  
22 if we lose any of the current accessibility  
23 features that make the system usable. For me,  
24 these include audible stop calls from the

1 ever-famous CTA voice, bus stops that beep to  
2 announce their presence, and well-placed truncated  
3 domes, but this is by no means a normative list of  
4 the accessibility features that disabled riders  
5 rely on every day.

6 That's why I'm here today to urge the  
7 Board to consider and conduct a thorough and  
8 transparent and inclusive search for the new  
9 president of the CTA. The person chosen will  
10 shape the future of public transportation in this  
11 city for years to come, and for those of us who  
12 depend on the system, that direction needs to  
13 include a focus on accessibility as a core value  
14 from Day One, not just as a side project or  
15 afterthought. The search also needs to include  
16 the voices of people with disabilities in  
17 leadership conversations. We have firsthand  
18 experience navigating the system, and we know  
19 where it succeeds and where it falls short.

20 Inaccessible stations and service  
21 interruptions are not just inconveniences for  
22 people who don't drive, they are barriers to fully  
23 participating in city life, for me and all  
24 Chicagoans who rely on the system. Chicago can

1 and should be a leader in equitable public  
2 transportation. That starts with choosing a  
3 president who understands that accessibility is  
4 essential to equity and who is committed to  
5 listening to and partnering with the people who  
6 rely on the CTA the most.

7 Thank you for your time and for the  
8 opportunity to speak.

9 MS. GREENLEE: Thank you.

10 CHAIRMAN BARCLAY: Thank you.

11 MS. LEERHSEN: Chairman, I did also  
12 want to suggest that Mr. Chargot, with regard to  
13 current disability issues, he can speak with Molly  
14 Poppe on our team about any feedback he has to  
15 discuss about CTA currently.

16 CHAIRMAN BARCLAY: Thank you.

17 MR. CHARGOT: Thank you. Thanks for  
18 the recommendation.

19 MS. GREENLEE: Our next public speaker  
20 is Sheila Black Haennicke.

21 (A sotto voce conversation took place  
22 between Haennicke and Greenlee.)

23 MS. GREENLEE: Okay. We have been --  
24 to the Board, we've been given packets of Narcan.

Transcript of Chicago Transit Authority Board Meeting  
Conducted on May 14, 2025

9

1 I'm going to give this to our bus and rail people,  
2 Donald Bonds.

3 Unless any members of the board would  
4 like -- I can go get you some packets.

5 VICE CHAIRMAN JAKES: Yeah. I like to  
6 keep them in my car.

7 MS. GREENLEE: I will get that. I will  
8 get the ones from Mr. Bonds for you. Okay.

9 MS. HAENNICKE: I just speak into this?

10 VICE CHAIRMAN JAKES: Yeah.

11 MS. HAENNICKE: Okay. My name is  
12 Sheila Haennicke, and I'm here representing the  
13 West Side Heroin/Opioid Task Force. I'm here to  
14 urge the Board to, please, work with CTA  
15 leadership to launch a pilot program that has been  
16 installed after rapid advancement through CTA  
17 channels. At the November 2023 CTA board meeting,  
18 I testified as a member of the task force on the  
19 subject of getting the opioid overdose antidote,  
20 Narcan, onto train platforms. After my testimony,  
21 two members of senior leadership with the CTA  
22 joined our task force, Narcan on the CTA working  
23 group.

24 By March 2024, our working group

1 proposed a pilot program to install Narcan  
2 dispensers on CTA platforms. The proposal was  
3 reviewed and revised by the CTA, and in February  
4 2025, we learned that the CTA and Cook County  
5 Health System were very close to finalizing the  
6 interagency agreements required to install the  
7 machines at six stations across four lines: Blue,  
8 Red, Green, and Pink. That was almost 90 days  
9 ago now. Every day the pilot is delayed is a day  
10 someone can overdose on or near a train, causing  
11 interruptions in service, deployment of emergency  
12 personnel, and untold anguish to the person and  
13 their family.

14 I know this personally as my son,  
15 David, passed away from an overdose -- an opioid  
16 overdose at the Rosemont Blue Line station in  
17 November 2021. Had Narcan been available on the  
18 platform, someone could've used it to keep him  
19 alive until paramedics, who were called by CTA,  
20 arrived. That station is included in the pilot.

21 The pilot can be launched without  
22 significant cost to the CTA, as it is as a shining  
23 example of collaboration between public and  
24 private entities, each leveraging their strengths

1 and resources. Six machines will be funded and  
2 managed by Cook County's Health Office of  
3 Behavioral Health. Chicago Recovery Alliance will  
4 stock and maintain all the machines in the pilot  
5 in an agreement with the Cook County Department of  
6 Public Health in collaboration with CCH Office of  
7 Behavioral Health.

8 CTA employees are not expected to  
9 administer Narcan. We know their job is to move  
10 people. The purpose of this pilot is to allow  
11 riders -- empower riders to help one another. The  
12 CTA has granted access to its property and will  
13 communicate the purpose and function of the  
14 machines to its station's staff. Each dispenser  
15 will not only provide Narcan, but will also  
16 feature a QR code, linking to information about  
17 local community resources and support. Chicago  
18 Recovery Alliance has also built in office hours  
19 for outreach on all rail lines, that they will be  
20 coordinated with the current outreach partners CTA  
21 already has on the system -- all the great work  
22 you're doing with outreach through Thresholds,  
23 Haymarket, et cetera.

24 Please do all you can to encourage CTA

1 leadership to launch the pilot without further  
2 delay. It is a win-win proposition and will send  
3 a clear message that the CTA cares about its  
4 ridership by empowering riders to help one  
5 another. Thank you for listening and for your  
6 support.

7 VICE CHAIRMAN JAKES: I have a quick  
8 question for you --

9 MS. HAENNICKE: Sure.

10 VICE CHAIRMAN JAKES: -- and I  
11 remember --

12 MS. HAENNICKE: Yes, sir.

13 VICE CHAIRMAN JAKES: -- when this  
14 happened, so thank you again. The Red Line on  
15 95th, if I remember correctly, wasn't there a  
16 station there --

17 MS. HAENNICKE: Yes.

18 VICE CHAIRMAN JAKES: -- with Narcan?

19 MS. HAENNICKE: They have a harm  
20 reduction machine at 95th.

21 VICE CHAIRMAN JAKES: Uh-huh.

22 MS. HAENNICKE: It has hygiene items,  
23 as well as Narcan. The purpose here is to make  
24 the Narcan really accessible. Our machines would

1 just be Narcan.

2 VICE CHAIRMAN JAKES: Oh, I see.

3 MS. HAENNICKE: It would be very easily  
4 accessible on the platform. It would only have  
5 Narcan. It would not have any other --

6 VICE CHAIRMAN JAKES: I see.

7 MS. HAENNICKE: -- items. There have  
8 been some issues with using codes on that Chicago  
9 machine. It's all good. We want as much harm  
10 reduction around the trains as possible, but this  
11 is targeted specifically on Narcan, making it  
12 specifically available to people on the platform.

13 VICE CHAIRMAN JAKES: And you said it's  
14 been held up for 90 days?

15 MS. HAENNICKE: Yes. We have been  
16 advancing this. CTA leadership had been very  
17 helpful, working with revisions. We propose  
18 something, they revised it. And, now, there's  
19 been -- I think with the change in leadership,  
20 there has been a stall, and we're just hoping we  
21 can push this over the finish line. Our leader --  
22 our membership with the West Side Heroin/Opioid  
23 Task Force is eagerly awaiting this. We want to  
24 make it known to Chicago that this pilot is

1 happening, and we're eager to see it being used so  
2 that people can use Narcan.

3 I know, earlier this week, because I  
4 will ride either the Green or the Blue Line, the  
5 Blue Line was shut down in the morning because  
6 someone had fallen on the track. It was a  
7 fatality, and I'll tell you, I thought to myself:  
8 I wonder if that was an opioid overdose because,  
9 frequently, people are nodding out around the  
10 tracks. So, again, in terms of helping to avoid  
11 delays in service and costly emergency crews -- my  
12 son overdosed multiple times and paramedics were  
13 deployed each time, and I know that is a cost to  
14 the community, so we're hoping that this could  
15 really be a win-win.

16 VICE CHAIRMAN JAKES: Madame President,  
17 do you mind just having somebody from your team  
18 follow up with me to -- I want to see where this  
19 is going.

20 MS. LEERHSEN: Absolutely. I actually  
21 reached out to Ms. Haennicke and her -- the group  
22 she's representing yesterday to indicate that, you  
23 know, we're moving forward. We've had a lot of  
24 thoughtful work on this project on both ends that

1 I want to update you on. There were some final  
2 questions, just having had some experience with  
3 the harm reduction machines and setting that up at  
4 95th that we had internally, just to make sure  
5 everything is executed successfully here. So we  
6 just spoke -- I just spoke with Ms. Haennicke and  
7 we're going to stay connected.

8 She can also speak today in more detail  
9 on those final steps with Veronica Alanis on my  
10 team here, our -- my Chief Operating Officer, and  
11 she's ready to give her an update, and then the  
12 plan was to update all of you next month.

13 VICE CHAIRMAN JAKES: Okay. Very good.  
14 Thank you.

15 MS. HAENNICKE: Thank you so much,  
16 Nora. I appreciate it. And I'll just say, if we  
17 can have pizza on the trains, I hope we can have  
18 Narcan too.

19 VICE CHAIRMAN JAKES: Amen.

20 MR. CHARGOT: Chomp.

21 VICE CHAIRMAN JAKES: Thank you.

22 MR. CHARGOT: Whatever it was.

23 CHAIRMAN BARCLAY: Chomp.

24 MS. GREENLEE: Our next public speaker

1 is Julia Cage.

2           Actually, if this is the letter that  
3 you e-mailed us, we've actually already provided  
4 it to the Board members, but I will distribute  
5 this physical copy. Thank you.

6           MS. CAGE: Good morning.

7           VICE CHAIRMAN JAKES: Good morning.

8           MS. CAGE: So my name is Julia Cage. I  
9 work for the Center for Neighborhood Technology,  
10 and I act as the coordinator for the  
11 Transportation Equity Network coalition, and I'm  
12 speaking on behalf of the Transportation Equity  
13 Network executive committee and many of our  
14 coalition members.

15           So the Transportation Equity Network,  
16 otherwise known as TEN, is a coalition of  
17 community-based organizations that work in  
18 marginalized communities, mainly in Chicago South  
19 and West sides. Since 2019, TEN is a CBO-led  
20 coalition that has worked to build power in  
21 communities of color by working to compensate  
22 community organizations to participate in  
23 transportation decision-making processes and  
24 engagements. Its mission: To embed racial equity

1 and mobility justice through community-driven  
2 decisions and investments.

3 TEN has worked closely with agencies,  
4 like CTA, CDOT, and Cook County, on multiple  
5 occasions, and in this time, coalition partners  
6 have built relationships with these agencies so  
7 that TEN community-based organizations have been  
8 actively engaged on transportation projects and  
9 investments in the South and West sides, ensuring  
10 racial equity principles are considered. The  
11 community-based organizations of TEN are working  
12 in Chicago's most vulnerable communities and  
13 deserve leadership at the CTA that is committed to  
14 continuing racial equity work in transportation.

15 The TEN executive committee and select  
16 TEN coalition organizations represent a broader  
17 base of support for the advocacy letter that was  
18 sent to your offices on April 18th, 2025 and sent  
19 its own letter on May 13th, which uplifted the  
20 following:

21 As the CTA undergoes a transition in  
22 leadership and faces significant challenges with a  
23 looming fiscal cliff, TEN is joining other  
24 community advocates to urge our city's leaders to

1 reflect upon the qualifications necessary for the  
2 system's next president. This means that the  
3 Chicago Transit Board, in consultation with Mayor  
4 Johnson, should hire a qualified executive search  
5 firm to conduct a thorough nationwide search after  
6 engaging in robust stakeholder engagement with  
7 community advocates and CTA advisory committees.  
8 This is a standard practice throughout the public  
9 transit industry nationwide.

10 Chicago deserves a transit leader who  
11 can demonstrate the following: One, deep  
12 experience running a public transit system in a  
13 major metropolitan region; two, experiencing,  
14 understanding, securing, and navigating the  
15 complexities of federal funding; three, long-time  
16 practice of consistent and recent transit use;  
17 four, a record of commitment to values of equity,  
18 transparency, collaboration, and accountability,  
19 particularly for Chicago's historically  
20 marginalized communities of color; five, a bold  
21 vision for an expansive, accessible, and reliable  
22 transit system; and, six, a champion of public  
23 transit. We also want to note that a search must  
24 take place after the Spring 2025 legislative

1 session and the Illinois General Assembly  
2 concludes.

3 So we thank you for your time. We hope  
4 you consider the needs of our active and growing  
5 coalition of community voices and the call for a  
6 thorough nationwide search for the next leader of  
7 the CTA. And I want to say, as the coordinator of  
8 TEN for the past two-and-a-half years, the CBOs  
9 that are involved are so passionate about this  
10 work, and they would love to see a thorough search  
11 happen. So there -- in the letter, there are the  
12 signatories, so please take the time to review  
13 that and appreciate the time you have allowed me  
14 to speak. Thank you.

15 VICE CHAIRMAN JAKES: Thank you.

16 CHAIRMAN BARCLAY: Thank you.

17 MS. GREENLEE: Thank you.

18 Is Patricia Puente here today?

19 Our last public comment will be given  
20 by Ms. Trudy Leong from the Rogers Park Chamber of  
21 Commerce.

22 Good morning, Ms. Leong.

23 MS. LEONG: Good morning, Georgette.

24 Thank you so much.

1 MS. GREENLEE: You're welcome. You  
2 have three minutes.

3 MS. LEONG: Okay. Thank you.

4 Good morning. My name is Trudy Leong,  
5 and I am the administrator at the Rogers Park  
6 Chamber of Commerce. Bill Morton, he is the  
7 president of the Chamber and, he and I ride the  
8 CTA almost constantly. We have our monthly pass,  
9 and it's very necessary for us, as well as for the  
10 other residents and riders of the CTA in Chicago,  
11 and it's -- we are very concerned about the  
12 safety. I know it's been mentioned many, many  
13 times and we hear the announcement saying that  
14 there is no smoking, no eating, no gambling, and  
15 et cetera on the -- on the CTA, but it is getting  
16 worse and worse.

17 Constituents and Bill, he rides -- he  
18 needs to ride the CTA late at night, but he can no  
19 longer do so anymore. He has to ride the bus.  
20 The buses are not as good as before, but it is  
21 better than the trains. He is threatened. People  
22 are violent on overnight, and people are very  
23 hesitant. They tell us that they are very  
24 hesitant to ride the CTA -- the trains, especially

1 the Red Line at night because of the violence, and  
2 we know that it has happened. We see it in news  
3 reports of things that have happened. So  
4 please -- please address that. And then my other  
5 concern is, we were speaking with the union  
6 steward about the conditions and also about the  
7 treatment of workers, so we would like a follow-up  
8 about that.

9 We also have other constituent concerns  
10 that that -- that talk about -- who talk about the  
11 treatment of the security force -- of their K-9  
12 dogs. They are trying to get the video of what  
13 they see. Sometimes the dogs are getting kicked,  
14 and oftentimes, we just don't see that they have  
15 done enough for the security forces, not done  
16 enough to keep the transit safe.

17 If -- let's say, overnights conditions  
18 are so terrible, maybe you should consider  
19 shifting the security forces to be a presence late  
20 at night, when -- like, from 11 a.m. to about  
21 6 p.m. -- 6 -- sorry -- 11 p.m. to 6 a.m. because  
22 those are the worst hours. Maybe the security  
23 needs to be a presence over there at that time.

24 And we do appreciate all that you do.

1 We know that it is not an easy job, but we do rely  
2 on the CTA, and if you ride the CTA, you  
3 understand how important it is for us. So please  
4 help us address the safety concerns, and we  
5 appreciate your work. Thank you.

6 VICE CHAIRMAN JAKES: Thank you.

7 MS. GREENLEE: Thank you.

8 MS. LEONG: Thank you.

9 MS. LEERHSEN: Chairman, I just want to  
10 say, I know you've talked extensively with Bill  
11 Mooney regarding your security concerns. I'd  
12 connect you with Veronica Alanis, our Chief  
13 Operating Officer. Also with regards to your  
14 overnight deployment, I encourage you -- in my  
15 update, I'm going to speak specifically to that  
16 issue and some of the deployments that are being  
17 done in that regard.

18 MS. LEONG: We really appreciate that.  
19 Thank you.

20 MS. GREENLEE: Mr. Chairman, our last  
21 public comment is a written comment, which was  
22 submitted by John Paul Jones of the Grow Greater  
23 Englewood Organization and that has already been  
24 supplied to yourself and to the other members of

1 the Board of Directors have -- as have other  
2 public comments that -- under that supported some  
3 of the physical comments that were made here  
4 today. We have no more for this morning.

5 CHAIRMAN BARCLAY: Thank you. Our next  
6 item on the agenda is a report given by --

7 (A sotto voce conversation took place  
8 between Jakes and Barclay.)

9 CHAIRMAN BARCLAY: I want to, at least,  
10 acknowledge Mr. -- Alderman Moore.

11 Do you have a comment?

12 ALDERMAN MOORE: Yes, sir. Thank you  
13 so much.

14 I generally attend meetings like CTA,  
15 and we get a privilege to come up on behalf of our  
16 residents to speak, and I appreciate this,  
17 Chairman Barclay. And thank you so much, Pastor.  
18 I appreciate your noticing me here and to every  
19 board member --

20 VICE CHAIRMAN JAKES: Good to see you.

21 ALDERMAN MOORE: -- I come under a  
22 leader by the name of Reverend Clay Evans, and I'm  
23 reminded of something he told me. He said, never  
24 assume power before you get it. Once you get it,

1 don't abuse it, and when you lose it, let it go.  
2 Don't try to hold on to power you don't have any  
3 more.

4           And as an elected official, we are  
5 challenged every day to deal with everything from  
6 what's going on in Congress, what the President is  
7 doing or not doing, to what's going on with CTA,  
8 CPS, all these things that help Board, but it's  
9 our constituents that come before us. They don't  
10 come before activists. They don't come before  
11 organizations. We listen to those folks, but this  
12 is -- our residents that come before us, letting  
13 us know what's important to them. And they hold  
14 us accountable, and no one else, when we're  
15 speaking on their behalf.

16           I'm not sure how many of you ever  
17 served in the military, but the very freedom you  
18 breathe is what John Roberson, who served in the  
19 military, who stood on the wall in order for you  
20 to have the audacity to say that he isn't  
21 qualified. He was qualified to stand on that wall  
22 and deal with any logistical challenges that came  
23 his way. He got out of the military, and when his  
24 first assignment was working for the city

1 government and the park district, overseeing and  
2 working with our youth, who took public  
3 transportation. And on many occasions, he had to  
4 work with CTA to make sure our communities -- I  
5 mean, that our youths stayed safe.

6 He, then, worked -- went to go work  
7 with the Mayor's office as an assistant to the  
8 Deputy Chief of Staff -- Terry Teele, if anybody  
9 know him. He was the Mayor's go-to guy, Terry  
10 Teele was, and John Roberson is responsible for  
11 not letting the mayor be embarrassed. That's a --  
12 that's a responsibility. He had to know what was  
13 going on. If it was a sewer problem, John had  
14 better know what was going on before the Mayor and  
15 had already had a plan for it.

16 If the buses were not running on  
17 time -- not the CEO, but John had better known  
18 before the Mayor and got -- and get with Terry  
19 Teele, so they can have a plan. And when the  
20 Mayor took CHA, after being under HUD  
21 receivership, the Mayor sent Phillip Jackson there  
22 because the residents knew him and were  
23 comfortable with him, but he sent John, with no  
24 direct housing experience, as Chief of Development

1 because the man needed someone who could get the  
2 job done. He didn't do a search. He did it  
3 because he was qualified.

4 When the business were in uproar  
5 because of the long permitting processes, it was  
6 when the Mayor sent John over to buildings to set  
7 up a process for permitting that, to date, a lot  
8 of buildings and a lot of companies are  
9 appreciative of. When a longtime sewer  
10 commissioner had to leave for whatever reason, it  
11 was the Mayor who sent John over there to keep  
12 that train running, and he did it well. When the  
13 Aviation Commissioner stepped down, it was the  
14 Mayor who sent John over there, who did an  
15 excellent job at aviation and transportation.

16 He did it, not because he was a  
17 political hack -- I hate political hacks. He did  
18 it because -- and system over there -- because he  
19 had the spirit of a Jamie Rhee and the spirit of a  
20 Lori Healey, who just passed away. You know why?  
21 Those people get the job done. You can check the  
22 resumes. They got the receipts for it.

23 And when he had his challenging, but  
24 success -- we had this challenging, but successful

1 Democratic Convention that everybody raved about.  
2 It was John Roberson who quarterbacked that thing  
3 between all the departments, but nobody said let's  
4 do a search and make sure we find the qualified.

5           You see, this is not simply about  
6 Mr. Roberson. This is about stopping the BS, you  
7 all. This about the civil rights struggle that  
8 people like John's ancestors and my ancestors  
9 endured, that opened the very door that will force  
10 the people to say that you're not qualified.  
11 These are forefathers that fought against to allow  
12 people like you all to move the goalpost.

13           I'm reminded of something that  
14 Reverend Jesse Jackson said. He said, when the  
15 rules are public and the playing field is even, we  
16 can compete. Don't move the goalpost now. If you  
17 want a -- a search and all of that, put it in your  
18 policies next time. If you want it, bring -- get  
19 a 26 members -- do the work and get 26 members of  
20 the City Council to pass a resolution that says,  
21 going forward, there's gotta be a search every  
22 time. Do not change the goalpost and don't change  
23 the rules in the middle of a game. Otherwise,  
24 there's going to be problems with continuing in

1 our city.

2 I'm a person about bringing our city  
3 together and one thing I don't like and I  
4 appreciate a lot of voices -- I don't like rubber  
5 stamps. I like people who are independent voices;  
6 people will tell you that. But make the rules  
7 public. Okay? Make the rules public. Make the  
8 playing field even. Do not change the goalpost in  
9 the middle of the game because it's hard for  
10 people to compete at that time. And when we talk  
11 about organization -- if activists coming up and  
12 saying, we talked to the West side. We talk to  
13 those disadvantaged folks, and all of that, no,  
14 you haven't. No, you haven't.

15 I'm going to be honest with you, all  
16 those organizations, usually young white people  
17 standing up, trying to be the saviors of people.  
18 Everybody know I'm straight with this stuff, but  
19 you -- when I see you come and work with me, come  
20 to my community -- if my community is saying that,  
21 and the other -- the residents, the voices are  
22 saying that, the ones I represent, the ones that  
23 hold me responsible, because they can vote me out  
24 anytime, then those are the people that I listen

1 to.

2 And so, right now, what I encourage  
3 people to do is not assume power that you do not  
4 have. Work with the Mayor that put you here.  
5 Don't be a backbiting snake who he's entrusting  
6 for people --

7 (Simultaneous speech.)

8 DIRECTOR ORTIZ: Wow. I would like  
9 to -- yes. I would like to -- I'm sorry.

10 Is this okay?

11 ALDERMAN MOORE: I didn't say -- I  
12 didn't say names.

13 CHAIRMAN BARCLAY: Let him continue and  
14 finish, and you can --

15 DIRECTOR ORTIZ: Why?

16 CHAIRMAN BARCLAY: -- make a remark.

17 ALDERMAN MOORE: But when you throw a  
18 rock at the -- people do say, ouch, when they hit  
19 them, and I did not say a name. And so,  
20 therefore --

21 DIRECTOR ORTIZ: Is there a time?

22 ALDERMAN MOORE: -- people to make sure  
23 that you put the --

24 (Simultaneous speech.)

Transcript of Chicago Transit Authority Board Meeting  
Conducted on May 14, 2025

30

1 ALDERMAN MOORE: I'm wrapping up right  
2 now. I want to make sure that the people's voices  
3 are heard, and then if you want to do that, you do  
4 that in policy next time around, or you get 26  
5 votes from the City Council, the people that have  
6 to answer to the people to pass a resolution.

7 Thank you so much, and I appreciate it.

8 CHAIRMAN BARCLAY: Thank you.

9 Director, if you'd like to make a  
10 comment, you may.

11 DIRECTOR ORTIZ: Was that okay?

12 CHAIRMAN BARCLAY: I'm not saying that  
13 that was okay. I'm just saying if you'd like to  
14 make a comment --

15 UNKNOWN SPEAKER: Counsel?

16 DIRECTOR ORTIZ: Was that okay?

17 MR. RAY: It was a public comment.

18 DIRECTOR ORTIZ: It wasn't noted that  
19 that was going to be a public comment. Isn't  
20 there a rule that people have to come in within  
21 time --

22 MS. GREENLEE: It's up to the chairman  
23 of the board.

24 CHAIRMAN BARCLAY: Let me just state

1 that I didn't know the Alderman was coming.  
2 Alderman was not on the agenda, but when I saw him  
3 when Reverend Jakes pointed him out to me, out of  
4 deference, I did allow him to speak, but he wasn't  
5 on the agenda.

6 I'd like to move on at this time.  
7 Thank you.

8 ALDERMAN MOORE: Thank you.

9 CHAIRMAN BARCLAY: Thanks to all the  
10 public commentators.

11 Our next item of business on the agenda  
12 is a report from the ADA Advisory Committee, Laura  
13 Saltzman, the chair of the ADA Committee.

14 MS. SALTZMAN: I'll try to go slow  
15 again, but --

16 MS. GREENLEE: Just -- good morning.  
17 It's good to see you, Laura Saltzman. Just speak  
18 up.

19 MS. SALTZMAN: All right. Can you guys  
20 hear me?

21 DIRECTOR ROQUEJO: Yes.

22 MS. SALTZMAN: All right. Thank you.

23 Hello. My name is Laura Saltzman, and  
24 I'm the chair of the ADA Advisory Committee and a

1 transportation policy analyst for access living.  
2 The committee last met on April 14th, 2025. We  
3 began by approving the January 13, 2025, meeting  
4 minutes and hearing public comment regarding a bus  
5 stop removal in Uptown that has negatively  
6 impacted seniors and people with disabilities. A  
7 resident shared that Route 36 southbound at  
8 Montrose and Broadway was removed six years ago,  
9 requiring residents with mobility impairments to  
10 walk 1,000 feet instead of 200 feet to access  
11 public transportation. This is of particular  
12 concern because there's a building with a  
13 significant number of seniors who relied on that  
14 stop.

15 CTA's planning department committed to  
16 investigate the issue and work with CDOT, who are  
17 the representative in attendance, thanks to you  
18 all. And I'm happy to note that I've been  
19 informed the stop would be relocated so that will  
20 be, once again, more accessible to seniors in the  
21 area -- to seniors in the area. This is another  
22 example of the value of CDOT, CTA, and the  
23 disability community, communicating together in  
24 the same room on transit issues.

1                   Next, we had Bill Mooney's  
2 infrastructure presentation. The committee  
3 received updates on ASAP program projects.  
4 Currently, seven stations are under construction,  
5 with eight additional stations in the design  
6 phase. The committee was encouraged by the  
7 progress at Racine and Austin stations, with  
8 Austin Green Line's groundbreaking taking place on  
9 March 31st. The committee also learned about the  
10 digital service and elevator alert displays being  
11 piloted at the RPM stations.

12                   We appreciate the improvements, though  
13 committee members were frustrated the new displays  
14 will not have audio functions. Committee members  
15 requested that a text-to-audio feature be  
16 incorporated into future iterations of these  
17 displays with QR Code access that would -- with QR  
18 Code access that would provide audio suggested as  
19 an interim solution.

20                   We appreciate that CTA was responsive  
21 to those concerns and considered solutions that  
22 would help mitigate the issue. We have now  
23 learned that they have applied for grants for  
24 digital signage with an audio component through

1 the 5310 program. We appreciate, again, the  
2 response to the community's feedback on that.

3 The committee also received security  
4 updates from Eddie Winters and Veronica Alanis.  
5 We had a robust discussion about Code of Conduct  
6 missions, particularly regarding smoking on  
7 trains, which the committee emphasized should be  
8 viewed as a public health issue beyond other types  
9 of Code of Conduct violations, and that requires  
10 consistent intervention beyond targeted  
11 enforcement periods. There are concerns, again,  
12 about conflating smoking, which is a public health  
13 problem, with other Code of Conduct violations and  
14 that the methods being used for intervention and  
15 whether they are appropriate.

16 The committee also received information  
17 about the extensive homeless outreach efforts  
18 taking place on the Red and Blue Lines through  
19 partnerships with social service agencies, which  
20 have resulted in 265 shelter placements and 104  
21 permanent housing connections since January 2023.  
22 We appreciate the level of service provided and  
23 the understanding that multiple touch points are  
24 needed to serve this population, that unhoused

1 people are not inherently dangerous, and that they  
2 deserve dignity -- that people sleeping on trains  
3 are not doing so because it's their first choice  
4 and is reflective of the ongoing issue of lack of  
5 shelter beds and affordable and accessible housing  
6 in the city.

7 We encourage the City of Chicago to  
8 continue to prioritize improving the situation,  
9 that when it does so, it ensures shelter and  
10 housing meet existing accessibility standards in  
11 law. And I think the committee would welcome  
12 expanding the contract that CTA has and work -- is  
13 doing to serve the unhoused population,  
14 considering the level of need, and the value of  
15 the service being provided.

16 John Turenski provided an update on the  
17 Smart Streets pilot that uses camera-based  
18 enforcement to keep bus lanes and bus stops clear.  
19 The bus -- the committee discussed how this  
20 initiative supports people with disabilities, both  
21 by improving service reliability and ensuring bus  
22 stops remain accessible. Committee members raised  
23 concerns about ensuring accessible loading zones  
24 are maintained adjacent to protected bike lanes,

1 particularly for people with mobility disabilities  
2 who use rideshare impaired transit services.

3           Again, it was extremely valuable to  
4 have CDOT there to discuss their considerations in  
5 planning and for them to hear concerns directly  
6 from members of the committee. I would like to  
7 thank the CTA and the Board for their work to  
8 encourage routine CDOT attendance in the meetings.

9           Finally, Delphine Labbe shared the  
10 first report from our new wayfinding subcommittee,  
11 which met on March 21st with excellent attendance.  
12 Key priorities included improving the presentation  
13 of accessibility information on the CTA website,  
14 incorporating accessible features throughout the  
15 system for users with various disabilities, and  
16 addressing audio enhancement -- audio  
17 announcements on the trains.

18           Looking ahead, the committee will  
19 continue to monitor these initiatives while  
20 maintaining our focus on comprehensive  
21 accessibility throughout the system. Our next  
22 meeting is scheduled for July 14th, 2025. We  
23 appreciate the Board's support of these efforts  
24 and look forward to further progress in 2025.

1 CHAIRMAN BARCLAY: Thank you,  
2 Ms. Saltzman.

3 Are there any questions for  
4 Ms. Saltzman?

5 DIRECTOR LEE: Just a quick comment  
6 that we encouraged that CDOT has been in  
7 attendance. I'm glad that there's more  
8 cooperation and collaboration, so thanks for the  
9 report. Appreciate the work of the committee.

10 MS. SALTZMAN: Thank you. I think  
11 there have been genuine infrastructure  
12 improvements because of the Board's encouragement  
13 of getting CDOT to attend the full meetings, which  
14 is, you know, they didn't use to, so really  
15 appreciate it. I don't know that that bus stop,  
16 for instance, would have been relocated, which is  
17 a meaningful, tangible improvement for the folks  
18 around there, so thanks.

19 DIRECTOR ROQUEJO: So now that we got  
20 CDOT to show up and collaborate, is there any  
21 other agency that you all would like to be at the  
22 table?

23 MS. SALTZMAN: I'll have to mull it  
24 over before I get mad with power, but I didn't

1 mean -- I think CDOT was most important, but I  
2 will -- I'll talk it over with the committee and  
3 see. I'm sure there is an intersection that would  
4 make sense, at least for, sometimes, being there.

5 DIRECTOR ROQUEJO: And I'm glad to hear  
6 that CDOT is collaborating. I know in our  
7 streets, a lot of different departments come  
8 together, and sometimes it's above and beyond  
9 those two, CTA and CDOT. So let us know if you  
10 need others at the table.

11 MS. SALTZMAN: Will do. Thank you.

12 CHAIRMAN BARCLAY: Thank you very much.

13 MS. SALTZMAN: Thank you.

14 CHAIRMAN BARCLAY: Our next item of  
15 business on the agenda is our President's report,  
16 which will be given by our acting president, Nora  
17 Leerhsen.

18 MS. LEERHSEN: Thank you, Chairman.  
19 Thank you, Directors.

20 Before I give an update, particularly  
21 on the legislative front and some other  
22 initiatives underway, I wanted to start for a few  
23 moments just recognizing that I know people that  
24 follow our system closely and our service are

1 aware that we've had incidents in the past few  
2 weeks, regarding people entering the right-of-way  
3 and being tragically hurt or killed. And I wanted  
4 to just, first, recognize that and reassure the  
5 Board and the public that, like all incidents, our  
6 safety department and our team looks very closely  
7 and all the details related to what occurred.

8 Out of respect to the individuals  
9 involved, I'm not going to speak publicly about  
10 the circumstances at this time, but I wanted to  
11 reassure you that we look closely at those  
12 incidents, like we do all of them. I wanted to  
13 recognize it, and I know something on people's  
14 minds, in particular, the impact on our employees  
15 when something like that occurs, so I wanted to  
16 also offer up -- because I know questions have  
17 come that way -- just a reminder that we do have a  
18 CTA Employee Assistance Program that is offered to  
19 every employee. Also following an incident,  
20 managers are trained with a specific mental health  
21 training around this issue because we recognize  
22 that our system and the vulnerabilities that can  
23 exist in a legacy system and the things that our  
24 operators face, we need our management and our

1 staff need to be equipped with tools to kind of  
2 take on some very heavy circumstances.

3 So I wanted to reassure you that that  
4 training does occur. Even in the past few months,  
5 it's been evolved to a different title, CTA Cares,  
6 in order to convey a message that we recognize  
7 when employees are sometimes, unfortunately, faced  
8 with. We want to equip them to manage through it.  
9 But I wanted to recognize those events and -- and  
10 reassure everyone that we take all precautions and  
11 review all incidents for anything relevant to CTA.

12 I'll move on also now to legislative  
13 update. So many of us, including me, it's top of  
14 mind as we enter these closing weeks of the  
15 legislative session. I have been to Springfield  
16 several times. I'm heading back there shortly,  
17 and my message has been clear that we need the  
18 funding to sustain our services. I've been  
19 sharing with legislators the service that we could  
20 provide if given additional funding, as well as  
21 what that would it mean for representatives and  
22 senators in their specific districts to make that  
23 meaningful for them.

24 I have also spoken about the funding

1 imbalance with regards to the formula and spoken  
2 with legislators in detail about the impact of  
3 that imbalance of the funding we receive and what  
4 CTA could do if that was corrected. I've also  
5 been engaged regarding reform discussion to make  
6 sure that the reforms that are under discussion  
7 are rider-focused and think of our customers and  
8 our employees in the region in a targeted way and  
9 in a way that reflects what the conversations have  
10 brought about. I've been saying often we know  
11 what riders want. They want frequent, reliable,  
12 welcoming, safe service, and we can get to work on  
13 that currently, and then we can also consider  
14 those reforms as we move forward. In particular,  
15 something I've been raising -- I know it came up  
16 here around accessibility -- is -- that's a topic,  
17 for example, that could benefit from some regional  
18 discussion.

19 So let's make sure when we're having  
20 these discussions, that I'm explaining to people  
21 what CTA's achieved in the past few years with  
22 regards to hiring, where our current service  
23 stands, and that whatever reforms we put into  
24 place and the way we move forward keeps those

1 customers in mind as the end goal of what we're  
2 working towards. So we have had a series of  
3 meetings in addition to the hearings that we've  
4 held. Those continue to be underway, and I  
5 continue to be a resource to legislators as they  
6 make their final decisions on these bills, and  
7 I'll continue to keep you updated.

8 Moving on, I want to also give an  
9 update. Earlier this week marked a hundred days  
10 of my leadership with the agency, and I wanted to  
11 give you an update on the work that's been  
12 underway so that you're aware. And in order to  
13 organize that, I have kind of put forth four  
14 buckets of the way I've approached leadership  
15 during this period to give you a sense of what  
16 we've been driving forward. So my philosophy  
17 during this period has been CTA's people driven,  
18 performance focused, that we're centered in  
19 welcoming places, and rooted in dynamic  
20 partnerships. And so I'm just going to walk  
21 through a couple initiatives in these hundred days  
22 that have taken place inspired by that view of our  
23 agency and our responsibility to our riders.

24 So people driven, again, means that we

1 need to be focus on the rider experience, and I  
2 say this a lot, but our riders are not just our  
3 customers -- they are our employees as well. Our  
4 frontline employees are on our system for hours at  
5 a time and are closest to the experiences of our  
6 customers as well, and they inform much of that  
7 focus. So we need to focus here on the real-lived  
8 experience of the rider at CTA, and for me, that's  
9 meant here evolving our discussions beyond just  
10 statistics and data to make sure we're elevating  
11 things like our customer journey profiles, our  
12 rider profiles, that we're considering the impact  
13 of service on people from the experience they  
14 bring to getting onto CTA, to seniors, to people  
15 with disabilities, to young people, to tourists.  
16 They all experience and encounter our system in  
17 different ways, and I want to make sure we're  
18 thinking of it from a human experience.

19           The people focus also has to do with  
20 deployment of resources that are people. I have  
21 been highly intentional about the work with the  
22 Chicago Police Department in these hundred days,  
23 and I've seen it bear fruit. So working with  
24 Chicago Police Department leadership, we have the

1 new antismoking missions that have by and large  
2 been successful in recognition of what we know  
3 that riders want to see impact on our system, and  
4 we're appreciative of the work that police  
5 department has done there. We see tickets -- so  
6 far this year, almost 2,000 tickets for smoking in  
7 CTA, over a hundred of those have come from the  
8 missions themselves that are underway, and -- and  
9 we're appreciative of that targeted focus --  
10 again, informed by the data that we're receiving  
11 from a chatbot about where those complaints are  
12 coming in.

13 Another example of a mission with the  
14 Chicago Police Department are safety outreach  
15 missions. I was out last week with the police on  
16 these missions. These are when the police line a  
17 platform and engage with riders in a positive,  
18 proactive, friendly way. They provide information  
19 about riding transit in a smart way in an urban  
20 environment and answer questions riders may have  
21 about how they can best do that. This seems like  
22 a great opportunity to have riders see the  
23 visibility of the police on the system and engage  
24 with them outside of an incident or a more

1 stressful situation. And I'm -- those are two  
2 missions that I want to build upon with the  
3 police. They're great partners and responsive to  
4 us when we ask for specific initiatives that are  
5 driven by the data that we see.

6 Also with our guards internally, I know  
7 there's a lot of focus around making sure we're  
8 using that money effectively, and I know we had a  
9 public commenter speak specifically on overnight  
10 security. And at the end of April, we began  
11 overnight K-9 missions on the Red Line -- from  
12 Cermak to 95th, every station overnight,  
13 seven days a week. This was welcomed, and I  
14 discussed with our union partners in 308. Again,  
15 targeting those resources in a way that use them  
16 in the best way and presents a clear, saturated  
17 environment that gives people a secure feeling on  
18 CTA is my focus. That's in addition to Code of  
19 Conduct missions on the Blue Line, which, again,  
20 are focused on the rider experience and feedback  
21 from customers about their experience on the Blue  
22 Line at those times.

23 Last thing on people I'll say, it's a  
24 lot about my own personal interaction as leader at

1 CTA, out in the field, on the system every day,  
2 multiple times a day, often engaging with people,  
3 making sure that we recognize the humanity of the  
4 people that work for us and making sure they  
5 understand that all of us at CTA are fighting for  
6 them and working for them and their experiences,  
7 and that's been a major tenant of my time. We, of  
8 course, have the podcast issue that's been  
9 welcomed. We have over 1,000 listens from our  
10 podcast, and that's another arena where I want to  
11 celebrate CTA employees and their history, and  
12 it's been a great, fun way to do that.

13 Performance is that we need to be  
14 focused at CTA, first and foremost, on our core  
15 mission, which is quality service delivery for our  
16 riders. We know people want frequent, reliable  
17 service. We need to be focused on that. Of  
18 course, we were excited to issue the Frequent Bus  
19 Network and announce it last month, and that's  
20 been a successful endeavor. We're monitoring it  
21 very closely, and that's a key to my approach.

22 We don't just want to announce  
23 additional service. We want to put resources  
24 towards monitoring it and making sure it's

1 achieving the goals of what we committed to. We  
2 have incredible help from our operations team and  
3 from our supervision. In that, it's taken a lot  
4 of work, and I appreciate them and thank them for  
5 that work. But we're excited about that, and  
6 we're going to continue to expand that frequent  
7 network over the year. We've seen ridership  
8 increases on those routes, and something I talk  
9 about in Springfield, just that when you add  
10 service, ridership follows, and the Frequent Bus  
11 Network has proven that.

12 So another thing with performance that  
13 I want to make sure -- we've been focused in the  
14 last few years very much on data around hiring, as  
15 we should be, given the labor workforce shortages  
16 that we experienced. As we all know, we've made  
17 incredible inroads on that front. We've hired  
18 over 5,000 employees in the past two years.

19 We have over a hundred more bus  
20 operators than we did in 2019. We have 47 less  
21 rail operators currently than we did in 2019, so  
22 we're very close in living our pre-pandemic life  
23 from the labor standpoint.

24 So it's now time to look more deeply,

1 that when we see a service impact, right, the  
2 story's not a hiring story. The story is  
3 something that we need to engage more deeply on,  
4 whether it's a deeper capitally, that we need to  
5 get advocacy and from legislators on to understand  
6 the impact of slow zones on our system.

7           Whether it is crime or disturbances, we  
8 need to deploy our resources in a smart way to  
9 address them. Whether it is something that we  
10 need to look at from a management perspective,  
11 operationally, and if there's more we could be  
12 doing to manage service when we do have an  
13 incident. So I'm pushing and working with my team  
14 to look at our performance metrics in a new way,  
15 and we've changed some things internally in how we  
16 meet and discuss those metrics because I want to  
17 make sure that our team here at CTA has  
18 information from that data that is actionable and  
19 that will result in a positive customer  
20 improvement experience. And so I would elevate  
21 and take us to the next level in the way we talk  
22 about data.

23           Places -- centered in welcoming  
24 places -- and this has been, you know, something

1 that I feel passionately about in terms of CTA  
2 being a place that inspires such good will in our  
3 city. People love looking at our vehicles, at our  
4 stations. We can -- there's so much we can do to  
5 inspire a positive environment on CTA. We have  
6 the successful Refresh and Renew Program that  
7 we're very proud of in terms of upkeep at our  
8 stations, but I want to wrap it up in a more  
9 creative, community-driven way. You've seen I've  
10 talked about today in terms of our concessions  
11 space outreach that we're going to be doing this  
12 summer and some good news that will be coming  
13 there with partners that reflect the vibrant  
14 communities that we serve and create a great  
15 opportunity to have a positive environment on CTA.

16 In April, we also had our Autism  
17 Awareness campaign, which used our PA system --  
18 our loudspeakers -- to have children making  
19 announcements on this. It was incredibly well  
20 received, and I loved it as kind of a toe-tip into  
21 using our system and our PA system to, perhaps, do  
22 something more creative with our environment that  
23 creates a welcoming, warm environment for our  
24 riders. Of course, we also, in the last hundred

1 days, we're excited to announce work on the ASAP  
2 work at Austin Green Line and are moving forward  
3 with the RPM stations that will be opened in the  
4 coming year, and that's an exciting aspect in  
5 terms of the places that we serve as well.

6           The last thing on places I want to  
7 mention is a concept that people are probably  
8 familiar with in many regards of crime prevention  
9 through environmental design, and I'm working with  
10 our team to think about ways that we can improve  
11 our spaces in a positive way that influences  
12 incidents in a more positive way on our system.  
13 So that's through our creative artistic way. It's  
14 also through finding spaces that would benefit  
15 from being closed off and would not inspire  
16 activity that we don't want on our system, so  
17 looking with fresh eyes at our built environment  
18 to make sure we're taking those opportunities as  
19 well, and that concept of crime prevention,  
20 through environmental design, is a useful tool to  
21 give us as we approach that.

22           The last component I would mention is  
23 partnerships, and you've heard me talk a lot about  
24 outreach and engagement as a tenant of how I've

1 approached this period. I feel deeply that people  
2 that care about transit share many of the same  
3 goals and that we can all work together to move in  
4 a better direction. The discussion around  
5 Springfield has offered great opportunities for  
6 connection between leadership, between elected  
7 officials of -- of various organizations and  
8 places to kind of get input and to feel that CTA  
9 has an open door to feedback to -- they want it --  
10 we want to hear what people are experiencing. We  
11 want to hear what people want more from its CTA,  
12 and I've really enjoyed those conversations.

13 We have some key developing  
14 relationships with universities as well locally  
15 for some input on data analysis, and then our  
16 performance -- performance review be based in a  
17 strategic way, as well as downtown groups. The  
18 Chicago Loop Alliance, we're going to be visiting  
19 tomorrow and talking with them about ways to  
20 partner together. And I just think, you know, the  
21 sky's the limit on what can come from those types  
22 of conversations.

23 I'd also say partnerships with the  
24 Mayor's Office, the Mayor's Office of Community

1 Safety, with Sendy Soto, from -- as the Chief  
2 Homelessness Officer. There's a ton of resources  
3 and work being done on the policy side in our city  
4 that we can partner with to move things quickly  
5 along in many regards, and I'm committed to that  
6 work.

7 So I'll pause there. Appreciate the  
8 opportunity to kind of run through some of the  
9 work that's been done over the past hundred days.

10 CHAIRMAN BARCLAY: Thank you, Nora.

11 Any comments?

12 DIRECTOR ROQUEJO: I have some. First  
13 of all, congratulations on your first hundred  
14 days, which have not been easy, and it being both  
15 in Springfield and here and meeting with riders  
16 and meeting with workers and being everywhere, and  
17 it shows and it's being seen. And I have been as  
18 a board member, really, relieved to hear feedback  
19 from you -- about you from -- people from very  
20 different arenas. All of them agree that this is  
21 a welcome change, and these are folks that I  
22 really appreciate and that I have in high esteem  
23 for they are not the types that deliver praise  
24 freely and without context, so thank you for that.

1           Also, Nora, I wanted to start also  
2           thanking you because you started your remarks  
3           today with a difficult conversation, which is that  
4           we have lost four Chicagoans in the past  
5           four weeks. It was in our system in very dire  
6           circumstances, and I know this is a very difficult  
7           conversation that others wouldn't have talked  
8           about. Because that was said, there are many  
9           folks out there who die in our system -- as of our  
10          system whose names we don't know or ever know, and  
11          I wouldn't want us to be that type of place that  
12          doesn't talk about that and doesn't recognize the  
13          tragedies of how we deal with or has ideas and  
14          welcomes people to help fix those problems, so  
15          thank you for this.

16                 Also appreciate the update on the  
17          legislation and the vision that you have laid out.  
18          Those four pillars, I think they're very  
19          important. I really encourage CTA to especially  
20          focus on the first and the last one, the people,  
21          right, looking at what is it that our riders are  
22          telling us, what is it our workers are telling us,  
23          but also very important, the partnerships part. I  
24          think, traditionally, having been outside of CTA

1 for quite some time, this has not been an agency  
2 that has been very open to collaboration and  
3 partnerships, and we have had to kind of drag it  
4 to the table sometimes.

5 And to your credit, after dragging and  
6 dragging, you all showed up, but that's not the  
7 best way to do it. I think a more proactive  
8 approach, reconnecting with community-based  
9 organizations, reconnecting with advocates,  
10 including the ones that challenge us the most, you  
11 know, and welcoming ways of communication that are  
12 not the ones that we are more used to. I think  
13 it's where the productive conversations and the  
14 solutions are going to be. So, again, let us  
15 know -- let me know how else can we support you in  
16 this next homestretch. I really hope that a  
17 conversation in Springfield are in -- supportive,  
18 and as you all know, I welcome and encourage  
19 preparing for the worst. I also want to think  
20 about the best and think about for -- about these  
21 components.

22 So my question to you, Nora, is: Even  
23 if we're successful, even if you were able to  
24 break through all the opposition, obstacles, and

1 get the \$1.5 million that we desperately need as a  
2 region, where would you start? Where are those  
3 top priorities that you would tackle if you were  
4 given the funding that we deserve?

5 MS. LEERHSEN: Sure. And I appreciate  
6 the question. You know, we've spoken publicly,  
7 more broadly, across the system about the increase  
8 in frequency across bus and rail, but I think it  
9 is important to make that more concrete for people  
10 as to what, you know, more tangibly what that  
11 means that they can picture. What you would see  
12 with the level of that magnitude would be an  
13 expansion of the frequent network you see to  
14 another 25 bus routes across the system.

15 You'd also see a focus on our evening,  
16 late night, and weekend service and expanding the  
17 span of service. So on routes like the  
18 18th Street route or the Armitage route that  
19 currently end at about 6:30, you would see, for  
20 example, service lasting until 10 p.m. at that  
21 frequency. I think people that live our bus  
22 network are very familiar with an awareness that  
23 although a bus route may span the map, like you  
24 see it across or north and south, the service

1 frequency reduces at certain ends of it, at a  
2 certain time. And I've been trying to make the  
3 point that, with funding, you would see people  
4 wouldn't have to be rushing out to meet that bus  
5 that they know is gonna now only go -- deliver a  
6 frequency that's much more spanned out, so things  
7 like the 18th Street bus, the Armitage route.

8 Our overnight network, overall, would  
9 be evaluated for improvements, and we'd be able to  
10 see things like 24/7 hour service to Midway  
11 Airport. That would be huge, and we would do that  
12 if we got the funds -- provide that service.

13 You know, I also think what's relevant  
14 here is the farebox recovery ratio and the  
15 pressure that's on CTA with that requirement to be  
16 serving more higher ridership areas, and that's  
17 where you would see routes like the No. 8 Halsted  
18 route, for example, is currently that -- that more  
19 frequency is concentrated from 42nd Street to  
20 Madison, for example. We'd be able to bring that  
21 frequency across the entire route -- again,  
22 perpetuating a more robust, fluid, thriving bus  
23 network that we don't see today.

24 So those are just some examples of what

1 it means when you say, add frequency, that,  
2 hopefully, gives people something to picture.  
3 We're ready. If we got the funding, we're ready  
4 to go to institute those improvements.

5 DIRECTOR ROQUEJO: Thank you. And I  
6 need to ask this because all of this -- all these  
7 improvements: The 25 more frequent buses, the  
8 evenings, the weekends, the 10 p.m.s and all that  
9 doesn't work if people don't feel safe.

10 MS. LEERHSEN: Mmhmm.

11 DIRECTOR ROQUEJO: And people don't  
12 feel safe, right? So what could we do if we had  
13 that type of resources to improve the safety of  
14 our network?

15 MS. LEERHSEN: Yeah. You know, that's  
16 a lot of -- we've spent, at CTA, a great amount on  
17 our security guards, so you see my focus is  
18 deploying them in a specific way. I do believe  
19 that resources are always welcome on CTA for the  
20 resources, and then using them smartly is key and  
21 connecting people with the resources that are  
22 serving them is also a primary goal. So I think a  
23 more informed, direct deployment of resources that  
24 meet the experiences that people are having on CTA

1 is front and center of what you would do with  
2 additional security resources.

3           There's a lot of discussion, as there  
4 should be, in Springfield around -- around  
5 security, and my concern has just been that we  
6 don't lose sight also on the cost of our service,  
7 and I have been voicing that additional police are  
8 welcome on CTA, and there are associated costs  
9 with that, so I think, to your question, just  
10 making sure people are informed, that when they  
11 put forth additional police resources, they do  
12 understand the cost of that magnitude, and they're  
13 incorporating that when they're legislating those  
14 requirements.

15           DIRECTOR ROQUEJO: I know. And also  
16 last year, we set aside \$3.3 billion to -- for  
17 piloting additional ways or ways of dealing with  
18 security in addition to police, which is much  
19 needed and necessary. How are we doing? When are  
20 we starting the pilots? What can we start testing  
21 out there that brings a sense of, we actually  
22 trying new things?

23           MS. LEERHSEN: Absolutely. We have  
24 several initiatives that have been identified for

1 stakeholder input at this point. You know, that  
2 authorization of funds last year -- I was present  
3 for that. I do recognize that it was a bit under  
4 a different climate in terms of CTA's commitment  
5 to these initiatives, so I'm viewing that in the  
6 larger sphere of a lot of work that's going on  
7 under my leadership, but -- so I want to move not  
8 just one pilot, Director. I'd like to move  
9 several so that we're trying out the things that  
10 we know people want to see.

11           The work that's underway is related, in  
12 large part, to the principles that you saw me  
13 produce when I spoke, so an initiative around  
14 elevators, and that's a crime prevention  
15 environmental design component to eliminate spaces  
16 where people may be conducting activity we don't  
17 want on CTA. We're looking at places through  
18 that. We are looking at non-law enforcement  
19 personnel and what that could mean on CTA and  
20 doing that in an informed way. We know that  
21 crisis response teams are key to success at CTA.

22           I'm also in conversations with the  
23 Mayor's Office of Community Safety on that topic  
24 to move that forward. So we're moving together --

1 we're moving those initiatives forward, as well as  
2 real-time deployment of resources in a way that's  
3 more active and engaged, and that may sound kind  
4 of direct, but it involves a lot of coordination  
5 of resources at our control center and our -- with  
6 police and our security team. So we're already  
7 working on those and they're underway. And we can  
8 continue to keep you updated on those.

9 DIRECTOR ROQUEJO: Thank you. Keep up  
10 the good work and let me know how I can help.

11 MS. LEERHSEN: Sure.

12 CHAIRMAN BARCLAY: Nora, I think we've  
13 spent a lot of time talking about security, but  
14 safety is a big component also, and, you know,  
15 Director Roquejo mentioned that we lost a number  
16 of people customers over the past month or so. I  
17 know we don't have -- currently, we don't have  
18 that position filled in terms of a safety person.  
19 Where are we in that process?

20 MS. LEERHSEN: Sure, Chairman. I do  
21 want to clarify. We have a full safety  
22 department. Our Vice President of Safety is  
23 leading those efforts. There's been different  
24 approaches over time to how those departments work

1 together, whether there's a chief or not. It is  
2 not always been the case that someone has that  
3 role of oversight between the two departments.  
4 The Vice President is our full safety leader at  
5 this time, and we're working very closely with our  
6 office on that.

7 I actually started my career at CTA in  
8 the safety department and understand deeply, from  
9 that time, the components of what the department  
10 needs to execute. We may take an approach of a  
11 role that combines those two, but as we consider  
12 that, what's important is the mission of the  
13 safety department and that they're executing it,  
14 and they are.

15 So we can keep you updated on the  
16 approach to that leadership role, but I do want to  
17 reassure you that all that work is fully completed  
18 and, in fact, ramping up under the connection with  
19 our office and the focus on it at this time.

20 CHAIRMAN BARCLAY: Thank you.

21 Any other questions? Comments?

22 DIRECTOR JHA: So I just -- we talked  
23 about this, and I'm really excited about,  
24 especially on the security -- the creative -- or

1 the missions that have come. I think as we move  
2 forward, it is important for, I think, the public  
3 to know the actions that we've taken and the  
4 results from it in that conversation. So I would,  
5 you know, there are some things in the way the  
6 plan is, where I think there is already activation  
7 and quick starts, so we could get more, on a  
8 regular basis, updated results from those quick  
9 starts when we can. I think that was on the -- as  
10 we're thinking big and strategizing, let's also be  
11 mindful of the things that are actionable now,  
12 today, and get some sort of an update to the  
13 public in terms of, like, why you're doing that  
14 and what's the outcome from that, and that would  
15 be super helpful for us to quickly realize what's  
16 going to be fruitful or so, what's not to make  
17 quick decisions.

18 But I am -- I agree with you. I think  
19 this -- a lot of the areas that you touched upon,  
20 I think that's something that we've regularly  
21 heard, so just being very crisp and clear on each  
22 of those four buckets, what are the key things  
23 you're focusing on, if that could be part of the  
24 report when we form it, that would be super

Transcript of Chicago Transit Authority Board Meeting  
Conducted on May 14, 2025

63

1 helpful as well.

2 MS. LEERHSEN: Absolutely. Yeah.

3 CHAIRMAN BARCLAY: Our next order of  
4 business is the approval of the minutes of the  
5 regular board meeting of April 9th, 2025. May I  
6 have a motion to approve?

7 DIRECTOR ROQUEJO: So moved.

8 DIRECTOR LEE: Second.

9 MS. GREENLEE: It's been moved by  
10 Director Roquejo, seconded by Director Lee that  
11 the minutes from April 9th, 2025, be approved. We  
12 will take a roll call vote.

13 Director Jha?

14 DIRECTOR JHA: Yes.

15 MS. GREENLEE: Director Roquejo?

16 DIRECTOR ROQUEJO: Yes.

17 MS. GREENLEE: Director Ortiz?

18 DIRECTOR ORTIZ: Yes.

19 MS. GREENLEE: Chairman Barclay?

20 CHAIRMAN BARCLAY: Yes.

21 MS. GREENLEE: Director Jakes?

22 CHAIRMAN BARCLAY: Yes.

23 MS. GREENLEE: Director Lee?

24 DIRECTOR LEE: Yes.

Transcript of Chicago Transit Authority Board Meeting  
Conducted on May 14, 2025

64

1 MS. GREENLEE: The motion passes.

2 CHAIRMAN BARCLAY: Our next item on the  
3 agenda is executive session. Kent Ray, it's my  
4 understanding that we do not have an executive  
5 session.

6 MR. RAY: Correction: There are no  
7 matters for moving into closed session in today's  
8 meeting.

9 CHAIRMAN BARCLAY: We will now address  
10 Board Agenda Item 7, Board Matters.

11 Georgette, do we have any Board matters  
12 today?

13 MS. GREENLEE: There are no Board  
14 matters for today, Chairman Barclay.

15 CHAIRMAN BARCLAY: Our next order of  
16 business is a report from the Committee on  
17 Finance, Audit, and Budget.

18 Director Jakes?

19 VICE CHAIRMAN JAKES: Yes,  
20 Mr. Chairman. The committee met earlier this  
21 morning and approved the May 14th, 2025, committee  
22 minutes and reviewed the finance report.  
23 Committee reviewed four ordinances: One, the  
24 review of an ordinance, authorizing a lease to

1 Polk Transit Food Services of retail concession  
2 space, located at 1713 West Polk Street in  
3 Chicago; number two, review of an ordinance,  
4 authorizing a lease to Chomp Pizza of retail  
5 concession space located at 1710 West 18th Street;  
6 number three, review of an ordinance, authorizing  
7 an amendment to an intergovernmental agreement  
8 with the Chicago Housing Authority of the  
9 acquisition of real property for the Red Line  
10 Extension project; number four, review of an  
11 ordinance, authorizing the purchase of a real  
12 property located at 2274 North Milwaukee Avenue,  
13 Chicago for All Stations Accessibility Program for  
14 Blue Line.

15 The committee also reviewed eight  
16 contracts. The committee places the four  
17 ordinances and eight of the contracts on the  
18 omnibus. The community -- committee approved and  
19 recommended for board approval four ordinances and  
20 eight contracts. This concludes the report of the  
21 Finance, Audit, and Budget committee.

22 CHAIRMAN BARCLAY: Thank you, Director  
23 Jakes.

24 I will now entertain a motion to

1 approve the omnibus.

2 DIRECTOR ROQUEJO: So moved.

3 DIRECTOR LEE: Second.

4 MS. GREENLEE: It's been moved by  
5 Director Roquejo, seconded by Director Lee that  
6 the omnibus be approved. We'll take a roll call  
7 vote.

8 Director Lee?

9 DIRECTOR LEE: Yes.

10 MS. GREENLEE: Director Jakes?

11 VICE CHAIRMAN JAKES: Yes.

12 MS. GREENLEE: Chairman Barclay?

13 CHAIRMAN BARCLAY: Yes.

14 MS. GREENLEE: Director Ortiz?

15 DIRECTOR ORTIZ: Yes.

16 MS. GREENLEE: Director Roquejo?

17 DIRECTOR ROQUEJO: Yes.

18 MS. GREENLEE: Director Jha?

19 DIRECTOR JHA: Yes.

20 MS. GREENLEE: The motion passes.

21 CHAIRMAN BARCLAY: Our next order of  
22 business is the construction report from Bill  
23 Mooney, our Chief Infrastructure Officer, and  
24 Brittney Johnson, our Senior Manager of

1 Certification and Compliance for the CTA Diversity  
2 program.

3 MR. MOONEY: Good morning. I am Bill  
4 Mooney, your Chief Infrastructure Officer, and I'm  
5 joined by --

6 MS. JOHNSON: Brittney Johnson,  
7 Diversity programs.

8 MR. MOONEY: We are here with your  
9 monthly construction update. So today, we will  
10 cover most of the projects we normally talk about.  
11 We also have brought back our Refresh and Renew  
12 Project, which is one of our major customer-facing  
13 investment initiatives, as well as some updates  
14 kind of on the overall ASAP program, outside kind  
15 of the specific projects.

16 So moving forward to Canal/Barry/Damen,  
17 where we start. At Barry, we have all the  
18 traction power equipment within the facility at  
19 this point. It's a big milestone, as that one  
20 looks to come online later this summer. It is a  
21 huge process to get this equipment installed,  
22 wired up, and then tested and commissioned. The  
23 commission process, in and of itself, could take a  
24 few months as it is very safety sensitive. So

1 here, you see some of that equipment being craned  
2 into place and set up.

3 And here's a couple other photos kind  
4 of around that being loaded in. On the photo on  
5 the left, you can see what is the diode duct that  
6 connects both our transformers and our rectifiers,  
7 so that's how we convert our AC power from the  
8 transformer into the rectifier, which ultimately  
9 makes our DC power and that -- we don't cable  
10 that. There's actually a metal bar that goes  
11 between those -- or brass bar. And, here, you can  
12 see kind of a profile picture of that. Having  
13 that perfectly level because it does sit out there  
14 cantilevered and fully both together is really  
15 important for longevity and the performance of the  
16 equipment.

17 Moving on to Canal, Canal is fully  
18 online at this point. We have all beneficial use  
19 of that facility. We are, actually, interestingly  
20 enough, seeing not only power significantly going  
21 to Blue Line, which was its design purpose, to  
22 help share the power from the Green Line with the  
23 Blue Line. But we're also seeing at times  
24 peak-power demand and the Green Line drawing some

1 power back from the Blue Line when it's available  
2 in there.

3 So we're seeing the benefit of the  
4 regenerative braking that occurs on our 7,000  
5 trains as well as our 5,000 trains and that power  
6 that gets put back in the system to be reused  
7 again, going both directions, and it's actually --  
8 it was a pleasant surprise that as we started to  
9 see the modeling and the benefits of the facility,  
10 being able to see that work both ways.

11 So here's some of the finished work at  
12 Canal. This is foot-walk that goes around the  
13 facility itself to make it easy to access around.

14 And moving onto our next project, our  
15 Harlem Bus Bridge. Had a huge kind of big moment  
16 in this project. It was our big deck pour, so  
17 here, you can see that -- that pour in progress.  
18 As I've mentioned a few times, we don't often do  
19 big bridge projects. We do lots of structure. We  
20 have over 78 miles of elevated structure that we  
21 renew, but not the prototypical highway bridge  
22 since this is a prototypical highway bridge.

23 It was done all in one pour during one  
24 day with a lot of special equipment in preparation

1 for that. Here, you can see a different angle of  
2 the pour going on in-process. Here, you can see  
3 the gantry that's used to disseminate the concrete  
4 and level it out as it moves down the whole deck.  
5 And here's the finished product. So from here, it  
6 gets finished out with a topping surface, they  
7 pour up the walls and the sides, and then we start  
8 doing -- dealing with the approaches and putting  
9 back in the canopies and all those other features.  
10 Here, you can see kind of the underground duct  
11 banks I've shown you some work on over the last  
12 couple of months that are being installed in  
13 approach to the bridges to facilitate the  
14 facilities that are on there.

15 Moving on to our All Station  
16 Accessibility Project updates, I would highlight a  
17 couple changes on this overprogram change. We  
18 moved Austin from beginning to ongoing as we had  
19 our groundbreaking last month, and it's fully  
20 underway with construction. At State and Lake,  
21 CDOT has NTPed with their contractor, giving them  
22 notice to proceed, and so we move that into the  
23 beginning phase of construction as well.

24 California, which Board took action

1 upon earlier and -- with an acquisition there --  
2 is at currently out to bid, and, hopefully, in the  
3 upcoming months, the Board will see a proposal  
4 there on a recommended vendor to start  
5 construction there as well. Montrose is  
6 completing up its design as well as are the  
7 16 elevator rehab projects, and we are finalizing  
8 negotiations for Belmont and Irving Park for our  
9 design of record to get going there, and at  
10 Pulaski, Oak Park, and Ridgeland, we are currently  
11 in the procurement phase for those designers. So  
12 in the upcoming months, as we execute those  
13 contracts, you'll see more changes on this page.

14           Moving to the projects themselves,  
15 Austin is in full gear. So here, you can see them  
16 finishing off the head house at platform level, so  
17 this is the Mason entrance, which will become  
18 available to us when we close down the main  
19 entrance and facility -- and start installing that  
20 elevator later this summer. It's, like, late June  
21 right now is when it's kind of looking about. And  
22 so you could see them putting -- this is --  
23 ceiling that's being there and the roof for the  
24 canopy itself. This is actually the roof of the

1 head house -- the station house entrance at Mason.  
2 This was right outside the area we had the  
3 groundbreaking, and so this is putting the curbed  
4 wall along the roof.

5 And here are some of the relocations in  
6 the street. So as part of the expansion, the  
7 Austin station entrance to accommodate the ramp  
8 and elevator there, we have to relocate a bunch of  
9 utilities in the street. You've seen a lot of  
10 that work going, so this is actually moving the  
11 light pole out from its current position further  
12 out so that we can widen the street out for that.

13 At Racine, we continue to move along  
14 with the station and progress here. Here, you can  
15 see the façade of the station going up. I've  
16 shown you a couple progress photos. In this one,  
17 you can really see the defined architectural  
18 feature of that CTA embossed and the pre-cast  
19 concrete. It looks really cool from a distance if  
20 you have an opportunity to go by there.

21 You can also see the great waterfall  
22 stair coming together, kind of the curtain wall  
23 around that, and the stairwell will be going in  
24 shortly.

1           On this interior, you're starting to  
2 look like a station. So here, you can see our  
3 customer assistant kiosk being built out. You can  
4 see the lighting -- the permanent lighting being  
5 installed, the ceiling, framing in place.

6           And we've begun the platform -- as  
7 we've come out of winter, we've begun the platform  
8 work, so they have started repainting all the  
9 platform again. Here, they are installing  
10 purlins. They are the darker gray cross features  
11 there that, ultimately, will be what the  
12 translucent canopy gets installed to. So this  
13 gets a whole new canopy structure associated with  
14 it, which brings in lots of natural light, makes  
15 it feel open and airy. You see this in a lot of  
16 the modern stations we do and we often like to try  
17 and ret-work -- work this into the retrofits as  
18 well, so --

19           And one of the biggest things we've  
20 successfully secured over the last month is we've  
21 begun work on our directional bore. This is a  
22 critical path item for the project. In this  
23 circumstance, we are boring underneath the highway  
24 to bring in the new power lines for the stations.

1 So the elevators require a significant amount more  
2 electricity than our standard historical stations  
3 have, so we have to bring in a whole brand-new  
4 series of ComEd services to it. We also have to  
5 bring in new sanitary lines, new water lines, and  
6 all those things and we, actually, usually put  
7 them under the highway.

8 This is a pretty challenging thing to  
9 permit because it's IDOT property that you're  
10 working on, so you have to get separate  
11 permissions from the Illinois Department of  
12 Transportation, but then it, actually, goes  
13 through a whole City of Chicago Office of  
14 Underground review. And so you get comments from  
15 one; it starts the process over with the other.  
16 And so we've been battling through this for a  
17 while, and we were really excited to see this  
18 moment occur, so it was a big win in progressing  
19 this project. We're targeting kind of Racine  
20 towards the end of summer this year and being able  
21 to open that up and swing over to work on the  
22 Loomis side, so it's making great progress.

23 Moving down to its made-in the project,  
24 Morgan, so here, you can see the framework and

1 expansion steel. This is the last 3 feet, so  
2 you've seen a lot of work at Morgan. When we put  
3 up all that steel, this is the tie-in 3 feet to  
4 the bridge that was finalized and installed in our  
5 recent weekend outage, and they now started  
6 pouring the concrete out there to fulfill kind of  
7 the full connection point from Morgan Bridge to  
8 the substation. It's also getting ready to start  
9 receiving its façade. I've shown you kind of  
10 updates on this. So here, they're installing all  
11 the brackets that that pre-cast concrete panel's  
12 going to attach to.

13 Sorry.

14 And so you'll see those start showing  
15 up in the upcoming monthly photos as well.

16 Refresh and Renew is chugging ahead as  
17 we move into that season. We've completed a whole  
18 series of projects around the opening of the  
19 baseball in Chicago, both on the North side and  
20 the South side. We did refreshes of all those  
21 stations. We have also moved to Pulaski and the  
22 Congress, which is done, and we're doing work  
23 currently at Oak Park on the Green Line, Austin on  
24 the Blue Line, and Kedzie on the Blue Line --

1 Austin and Kedzie both being on the Congress as  
2 well.

3 And we've completed work at three bus  
4 turnarounds and are currently working at 79th and  
5 Western. Here are some before and afters, so this  
6 is at Pulaski on the Congress. So this is the  
7 auxiliary entrance that has been closed for many  
8 years. As part of our Pulaski ASAP project, this  
9 entrance actually gets reopened. But, here, we  
10 did some good neighbor cleanup of this area,  
11 spruced it up, cleaned up the area, fixed some of  
12 the fencing around it.

13 Here is Addison, so this is kind of  
14 going away from the footprint of the station,  
15 trying to get a little more expansive in our  
16 impact on the neighborhood around that, each time  
17 we go back through these stations, trying to get a  
18 little broader in our scopes.

19 Similar here is at 35th/Bronzeville, so  
20 this is further down from the station entrance  
21 moving down kind of to those areas, a spruce-up  
22 kind of in that footprint.

23 Here's some of the interior station  
24 photos at Sox/35th. Halsted/Waveland, so here's

1 exteriors to the bus turnaround facilities there.  
2 A rehab of the windbreak at Kedzie and 63rd. The  
3 interior at 55th and St. Louis, so this is our  
4 employee-facing facilities. We often show you  
5 photos of the improvements in those bathrooms and  
6 other insular spaces.

7           Moving on to RPM. It has been a very  
8 exciting few months here as we wind this project  
9 down and we look to open stations and as our phase  
10 change later this summer. We have had some  
11 significant milestones in the area around Roscoe  
12 and Clark Street, which we call Clark Junction, as  
13 part of our Red-Purple bypass. So here, you can  
14 see the last bit of track work being installed  
15 here. So for the first time ever last month, we  
16 ran five-track operations out of that territory so  
17 that the bypassing service over -- we have had a  
18 series of phase changes over the last four months,  
19 untangling the tangle we had created in building  
20 all this and putting it fully back in service.

21           So on May 4th, we actually opened  
22 Clark Junction, fully complete. It was a huge  
23 milestone, so it originally opened in 1895. It  
24 was reestablished in 2025 in its new, current

1 condition. Here is what it looked like prior to  
2 the project, and here is what it looks like today.  
3 So this is a huge, exciting milestone. This is  
4 part of the key -- the core capacity for us on  
5 this project was untangling the interaction when  
6 the Brown Line used to go across and tie-up the  
7 whole thing with the flyover and the  
8 modernizations that went around it.

9 Certainly, it took a massive amount of  
10 people and I would -- I would say that no more  
11 important than our operations partners, so the --  
12 what we asked out of operations to phase the  
13 construction work here was monumental. They did  
14 it seamlessly. It was -- if you don't build on  
15 railroads for a living, this was probably more  
16 complicated than anything else we did on this job.  
17 And so, certainly, a lot of appreciation goes to  
18 the operations team in successfully pulling this  
19 off. Here's a small photo of the RPM team.

20 We went out on the morning for those  
21 first train rides on the full junction. I baked  
22 some banana bread. We had a little potluck for  
23 that. My banana bread is very good. I'm glad to  
24 make it for the Board at some point. And we were

1 able to celebrate that moment together as a team  
2 because it was a significant milestone. When you  
3 talk about projects that go on seven years, those  
4 minor milestones are huge wins for those teams,  
5 so --

6 Up to the other side of the project,  
7 which is quickly coming to a close as well. So we  
8 look at Lawrence to Bryn Mawr. Here, you see the  
9 platform finishes up at Lawrence. This is the  
10 steel around the enclosure for the stairwell.  
11 Here, at Bryn Mawr, Bryn Mawr is about 90 percent  
12 complete right now. It's the furthest along of  
13 all the stations. Here, you can see the finished  
14 kiosk. It's got the wrapping still around the  
15 stainless steel. They keep it in place. Here is  
16 the customer man gate that goes next to that, and  
17 right next to that goes the fare equipment, one of  
18 the last features going in in that station.

19 Here, at Argyle, is one of the finer  
20 architectural features of these stations. So each  
21 of the stations have its own community-driven  
22 design process around it, and Argyle had some very  
23 specific requests out of the Asian community  
24 around it. And this accent lighting was really

1 key to it. So it actually changes colors. It  
2 could be motion. It has, actually, pavers that --  
3 that -- near it, that go underneath there. For  
4 those who have ever been out at Argyle, it's  
5 actually a fully raised inter-pedestrian street,  
6 so we have kind of an intersection of pavers that  
7 go in as part of the project that match this.

8 Here, you can see some platform work.  
9 We're starting to get name signage up there. You  
10 go by Bryn Mawr, you can actually see the  
11 right-of-way side name signage out there as well  
12 now. And we continue to communicate, so we are  
13 regularly, routinely holding our office hours. We  
14 meet weekly with the alders in the affected area.  
15 We routinely have meetings with the Chambers of  
16 Commerce, and we actually hosted a tour for the  
17 Northwestern University Transportation Club. So  
18 we took a small group of students out on the  
19 system, talking about what we do with this project  
20 and kind of how it was done.

21 And with that, I'll turn it over to  
22 Brittney.

23 MS. JOHNSON: Thanks, Bill.

24 Good morning, Directors. I'll be

1 providing you an update on RPM numbers through  
2 March and our DBE and workforce outreach  
3 activities for the months of March and April.

4 So as of March 31st, 122 unique DBEs  
5 have been awarded, more than \$299 million between  
6 the design and construction packages on  
7 RPM Phase I. 55 of them are new to CTA. DBEs  
8 have been paid more than \$233 million to date,  
9 which puts Walsh-Fluor's attainment at  
10 20.56 percent of the 20 percent goal.

11 So on the workforce side, as of  
12 March 31st, 2,666 unique individuals have worked  
13 over 2.3 million labor hours and earned over a  
14 \$142 million to date. Walsh-Fluor is on track to  
15 meet their workforce goals. These goals represent  
16 over one thousand unique workers that have had an  
17 opportunity to start or continue their careers in  
18 the building trades.

19 In March and April, we hosted and  
20 attended a number of events to inform small  
21 businesses and residents about the contracting and  
22 career opportunities on CTA projects. On  
23 March 24th, Diversity programs collaborated with  
24 the Painters District Council No. 14 to host an

1 event where representatives from the Painters  
2 Union provided information to 14 attendees on how  
3 to become a Union signatory contractor. The  
4 presentation also included details about  
5 collective bargaining agreement and the benefits  
6 of bidding as a Union contractor. The CTA team  
7 provided information to the audience on how to do  
8 business with CTA as well.

9 On March 28th, CTA hosted its Spring  
10 Pre-Apprenticeship Fair at South Suburban College.  
11 During this event, CTA welcomed 28 exhibitors,  
12 which included our workforce partners, CTA prime  
13 contractors, six building trade unions, and  
14 several pre-apprenticeship trainers, including  
15 Education Design Development Research Corporation  
16 and Powering Chicago.

17 Over 260 attendees, including students  
18 from Thornton Fractional District Township 215,  
19 Thornton Township High School District 205, Bremen  
20 Community High School District 228, South Suburban  
21 College students, and far South side job seekers  
22 in construction.

23 On April 8th, 22 firms graduated from  
24 the CTA's Biannual Small Business Educational

1 Series. This nine-part cohort was construction  
2 focused, where small businesses learn how to be  
3 successful on CTA projects. Thank you to Acting  
4 President Leerhsen for attending and providing  
5 inspirational remarks that encourage the small  
6 business owners to continue to invest in  
7 themselves and pursue work with the CTA. In the  
8 fall, we will run a session focused on work  
9 services firms.

10 And, lastly, on April 23rd, 2025, CTA  
11 collaborated with various City of Chicago agencies  
12 for the 2025 Spring Citywide Career Fair at Olive  
13 Harvey College. During this event, 80 exhibitors,  
14 including workforce resource agencies, government  
15 agencies, and employers from various sectors  
16 provided information to over 500 job seekers, most  
17 of whom reside on the far -- far South side. To  
18 date, we are aware of three on-the-spot job hires.  
19 The planning committee continues to reach out to  
20 the attendees and employers to collect data on  
21 hires that are made as a result of the fair.

22 We'll continue to bring you our  
23 activities in our work to advocate, certify, and  
24 invest in DBEs, SPEs, and career seekers. And

1 that concludes our report. Please let me know if  
2 you have any questions.

3 CHAIRMAN BARCLAY: Any questions for  
4 Mr. Mooney or Ms. Johnson?

5 Thank you.

6 DIRECTOR JHA: Can I ask question? So  
7 earlier, we were talking about collaboration and  
8 spaces that the -- at the stations. Is there an  
9 opportunity there to maybe, like, because we're  
10 doing so many outreach to invite some of these  
11 other partners into the lens so they're -- you're  
12 reaching a wider community? Have we looked at --

13 MR. MOONEY: Specifically on the  
14 workforce and DB and development programs?

15 DIRECTOR JHA: Yeah. The retail space  
16 we have. I think we're also looking at using  
17 other spaces. Is there a way for us to  
18 cross-pollinate some of that? We're also given,  
19 maybe, making these events more widespread for  
20 other parts of the city to engage, so it's more --  
21 not siloed into one area versus kind of using this  
22 time, effort to -- for greater outreach in this  
23 area.

24 MS. JOHNSON: So I will say, next week

1 will be having an event for small businesses at  
2 Truman College on the North side, so, yes. The  
3 short answer is yes, and we can definitely talk  
4 about the spaces that we have available as well.

5 MR. MOONEY: Yeah. I would say,  
6 broadly, the program works a rotation of events  
7 through the city, recognizing that it is  
8 challenging for people who are seeking  
9 opportunities at times to travel from one end to  
10 the other so that we try and work kind of the  
11 whole footprint, and as these are -- tend to be  
12 larger gatherings, often, we become more limited  
13 in spaces that become available to us.

14 Now, in the micro-market conversation,  
15 which is I think, really, where you're thinking in  
16 this, I think there are opportunities. I think we  
17 have some unique spaces that we could -- we could  
18 do all day kind of stop-by stands or things like  
19 that with some of the local partners. As we come  
20 back in, later this summer, with those concepts,  
21 let us chew on that a little bit more. We'll see  
22 how we can put that into thought.

23 DIRECTOR JHA: Yeah. I was more  
24 thinking on expanding the audience, but more

1 representatives from different organizations as  
2 part of your core group, so that way, you know,  
3 whatever you're sharing as part of that -- because  
4 the attendees are the attendees. They get a  
5 chance to hear from other areas of the city as  
6 well as part of this program, so that way, we  
7 can -- I can devise some synergies in terms of  
8 where we can partner better, if that makes sense,  
9 because it seems like you are doing a lot. How do  
10 we use the same --

11 MR. MOONEY: Yeah.

12 MS. LEERHSEN: Absolutely. Yeah. I  
13 think -- yeah.

14 DIRECTOR JHA: -- to expand and bring  
15 more people into the mix as -- on the partnership  
16 side.

17 MR. MOONEY: Yeah. I would highlight  
18 one initiative that -- it's called the Citywide  
19 Career Fair, but it really a CTA-driven  
20 initiative. So it came out of our conversations  
21 in the community. On Red Line Extension, really,  
22 so we would go out for events and we would talk  
23 about construction trade jobs, right? They're  
24 coming, right? They're construction trade jobs.

1 Let's talk about apprentice. Let's talk about all  
2 those other things, and a lot of the feedback we  
3 would get was: We want jobs today. We need jobs  
4 today. Like, not all of us are going to go into  
5 the construction trade, whether there are jobs out  
6 there.

7 So we worked on how we could group the  
8 mass and show up at one place, so folks who could  
9 have more partners, right? We could -- they could  
10 hear about those opportunities, not just from  
11 our -- our footprint in the projects we're working  
12 on or even our hiring directly, but also how the  
13 city services, how the Department of Aviation, how  
14 park district, how private entity security  
15 services. And so, you know, we've had the most  
16 recent one, which is the third one, right? We've  
17 done -- had, you know, had 80 exhibitors there,  
18 trying to -- our footprint was very small in the  
19 80, all said and done. We worked to -- with our  
20 broader partners to try and get everybody we  
21 could, physically, get into a space there to try  
22 and, I think, get to -- what you're talking about  
23 is, like, we have a program that's very robust and  
24 we can leverage a lot of opportunity there.

1           But we also have a network that is very  
2 available to us, and so we did kind of a really  
3 wide-cast net, invited anyone that was interested  
4 in coming. If you were support services, right,  
5 for people seeking, you know, GEDs or looking to  
6 get barrier reductions for opportunities -- like,  
7 we want you there. If you have one job available  
8 at this point, we want you there, talking with  
9 people about the career path opportunities in your  
10 field.

11           MS. LEERHSEN: But yeah, we hear you,  
12 Director. I think it's a great point in this new  
13 initiative we have in terms of our spaces to make  
14 sure we're finding where we already have this  
15 muscle worked in a way and using that information  
16 and that work to make sure we're building on it,  
17 not kind of working in silos and connecting that  
18 work makes sense. And so when we work -- move  
19 forward with the concession space work, we'll keep  
20 you updated on how we've used that synergy.

21           DIRECTOR JHA: Thanks.

22           DIRECTOR ROQUEJO: I think one thing  
23 that could be helpful, and you've heard me saying  
24 this before, is: I think these construction

1 reports are helpful to see how we are doing in  
2 building infrastructure related exclusively to  
3 transportation, and now that we have more of a  
4 comprehensive agenda on ETOD, we clear out the  
5 spaces that we mentioned before within our  
6 stations that are more, like, for small business,  
7 et cetera. We partner with CHA, meaning housing  
8 opportunities, you know, transit.

9 I think it would be helpful if not  
10 every month, but at least quarterly to get some  
11 sort of report on these other stuff that you are  
12 working on that is not just infrastructure for our  
13 trains and our buses to move around, but it is  
14 around those areas that we have an investment in,  
15 that we have an interest in, and it could look  
16 like, you know, the retail spaces that are vacant  
17 right now and how are we refreshing them or  
18 presenting them to small businesses. It could  
19 look like housing or affordable housing near  
20 transit that, you know, have been working with DOH  
21 and CHA, with all the developers, et cetera. It  
22 could look like community centers, health clinics,  
23 all that stuff.

24 So that, to me, would be a valuable

1 addition and very much in line with your vision,  
2 Nora, to build those partnerships and partnering  
3 with developers and with CHA and with, you know,  
4 small businesses to make sure that we not only  
5 move people from A to B, but we actually are  
6 connecting communities and building communities  
7 through our infrastructure.

8 MR. MOONEY: Yeah. We certainly can  
9 look -- similar to what Director Jha had asked for  
10 on the ASAP program, kind of standing updates. We  
11 can come up with something like that that talks  
12 about our portfolio, and, you know, maybe every  
13 month doesn't get it. Like, that slide doesn't  
14 have a lot of movement every month, but when it  
15 does, we can highlight those features. But you'd  
16 have it there every month to talk -- see what's  
17 on -- what's on the agenda, and we can throw in  
18 some photos and some other things as there's  
19 relevant information.

20 MS. LEERHSEN: Yeah. It's a great  
21 idea. And what we know -- Bill and I have been  
22 talking and making some tweaks to the report also  
23 to make even the work we're presenting here  
24 explain to you, the public, how that's impacting

1 the service, right? So when we talk about  
2 substation work, what does that mean for service  
3 improving and getting faster? Just to make it  
4 meaningful and tangible.

5 But I recognize what you're saying.  
6 There's a certain category of continuing to talk  
7 about our places kind of beyond just direct  
8 construction work, but what we're doing with our  
9 built environment and how we're engaging with the  
10 community in that work.

11 DIRECTOR ROQUEJO: Thanks.

12 CHAIRMAN BARCLAY: Any other comments?

13 DIRECTOR LEE: That's good work.

14 MR. MOONEY: Thank you.

15 VICE CHAIRMAN JAKES: Before we adjourn  
16 the meeting, I really wanted for -- just for a  
17 matter of record -- that every month for the past  
18 seven years -- and I'm speaking on me now -- we  
19 sit here and for some, they say, oh. Yes, Board  
20 members. You're doing a fine job. Others have  
21 literally called us stupid, unskilled, which I  
22 don't think that's acceptable, but we have to take  
23 it.

24 I'm not pleased with what the Alderman

1 did, and I want that for a matter of record. He  
2 has a right to say what he said, like any other  
3 public commenter. And let me just say to my  
4 colleagues that I want to apologize for  
5 recognizing him, but he's an elected official.  
6 You know, I didn't know he -- he just kind of got  
7 my attention and was like, oh. You want to talk?

8           So -- but I didn't appreciate that, and  
9 I, especially, did not appreciate the  
10 references -- even though no names were called --  
11 to snakes. That, for me, is equivalent of when we  
12 have public commenters that referred to us as  
13 stupid. I say that -- and the reason I wanted it  
14 on-record, so even when those who like to write  
15 their reports or in the paper or whatever, you  
16 know, have nothing kind to say about us, but it  
17 comes with the job, comes with the territory.

18           But this is a very testy time in the  
19 life of CTA because if I remember correctly, for  
20 ten years, we had one president. I came in under  
21 that president, you know, so there's so many  
22 different things that are happening.

23           And I don't know, Kent, if this is  
24 something that we have to talk about back there or

1 something that the public knows? But it's a  
2 contentious time because on one hand, the Mayor  
3 gets to choose, but on the other hand, we get to  
4 confirm or deny.

5 And with that, you have transit  
6 advocates who are saying, we need a search. We've  
7 said what we've said. The Mayor says what he  
8 says. People believe what they believe. And so,  
9 in that, I would just hope that anyone that's  
10 listening would just understand that everyone has  
11 a right to their opinion, but I just don't believe  
12 anybody has a right to insult people because --  
13 the same way you do a great job, and you know the  
14 ins and outs is the same way all of us here, you  
15 know, we invest a certain amount of time every  
16 month into this as well.

17 So I just wanted to make that for a  
18 fact -- for public record that I didn't -- I  
19 didn't appreciate it, and I don't appreciate when  
20 public commenters call us stupid or things of that  
21 nature. So I just want to make sure -- I just  
22 wanted to put that on-record.

23 DIRECTOR ORTIZ: I'd like to follow  
24 your lead on that. I also did not appreciate it.

1 I found it very respectful, definitely out of  
2 sequence from all of our different meetings in  
3 terms of when everyone else needs to speak, that  
4 there is a process that needs to be followed.  
5 There are regulations, and there are processes  
6 that are implemented and very much looked after  
7 very carefully by everyone, and that was not  
8 followed here today. And so I just want to be  
9 clear that if we're treating everyone the same,  
10 which we all should be treated the same, then  
11 there are certain things that we need to follow  
12 and that we should all be respectful to everyone  
13 else at the table.

14 And so I also didn't agree with the  
15 comments. I felt they were very targeted, and no  
16 one here deserves that kind of treatment at all.  
17 I am also an advocate to make sure that we have a  
18 national search so that we can find the best and  
19 brightest. I recognize that this is a service  
20 role and not everybody wants to take it, but I do  
21 know that there are very talented, caring  
22 individuals that do want to take this role, are  
23 committed to this work, and have experience in  
24 leadership in making sure that the CTA provides

1 the best service for the city and the region.

2 So I'm really -- I'm really taken back  
3 by the situation this morning. I don't think any  
4 of us should have witnessed the kind of disrespect  
5 that was experienced today, and I just want that  
6 on-record as well.

7 CHAIRMAN BARCLAY: Before we --

8 DIRECTOR JHA: If I may? Before you  
9 close, I have a slightly different opinion on this  
10 because this was not the first time this happened.  
11 People have come and said, you know, referenced  
12 the Board, also the president, and I think, let's  
13 be fair. When Dorval was in his seat, people came  
14 and said a lot of mean things to him. And I don't  
15 remember any of us saying that -- let's not accept  
16 that. I think my understanding of the public  
17 comment is they come and they comment. They  
18 choose their words. We're not here to regulate  
19 what they can or can't say.

20 So I'm not going to comment on what the  
21 gentleman did today or said. I'm not offended by  
22 it. I mean, that's how he felt. So if we want to  
23 condemn what he did, we should condemn everything  
24 else that other people have done as well. So that

1 is my opinion.

2 I do think we need to follow the  
3 process though. I agree with you that a lot of  
4 times, we have a three-minute cadence and we stop,  
5 but there are times when we have to react to the  
6 situation. Sometimes the matter is sensitive  
7 enough where we need to be flexible, and I think  
8 this was one of those. We have welcomed everybody  
9 who supports the national search. I am one of  
10 them. I support it too. But we also need to  
11 welcome people who don't, and they have the same  
12 right to be heard, and we need to give that space,  
13 so I'll say that.

14 At the end of the day, attacks or not,  
15 I think, as a Board, we have a responsibility, and  
16 there are some rights that we have been given,  
17 like you said, to deny or approve the candidates  
18 that come in front of us, and I think this is a  
19 very, very special moment. Where there is a --  
20 this is -- this is -- this is different. I think  
21 the way the environment is, the needs of the  
22 transit with the funding and setting us up for the  
23 future, I think we all have the responsibility to  
24 be very careful in making a decision that is right

1 for the CTA and the people of Chicago, and  
2 everything else is secondary -- who the candidate  
3 is, who's bringing the candidate. I think we,  
4 with your counsel, need to do what is given to us  
5 as a responsibility of the Board, and that's what  
6 we are trying to follow, individually with our  
7 understanding of what our role here is.

8 So I want that to be also in the  
9 record, that it has nothing to do with who the  
10 person is or, you know, why we are making -- I  
11 think we're all trying to do the best for the CTA  
12 and the people of Chicago, and that's, otherwise,  
13 I would not be in this seat. So I just want to  
14 make sure that -- that is clear.

15 CHAIRMAN BARCLAY: Thank you, Director  
16 Jha. I concur with your comments. Let me just  
17 state that many times, it is the Chair's  
18 prerogative to allow a person to speak that's not  
19 necessarily signed up. We did a few days ago. We  
20 generally have five public commenters; we had nine  
21 or ten. So we were flexible because people wanted  
22 to speak, and I didn't want to deny them the  
23 opportunity to express how they feel, one way or  
24 the other.

1           Director -- former Director Irvine  
2 wanted to speak last Thursday, and he had not  
3 signed up, but I gave him that deference because  
4 he was a former Board member. And so I exercise  
5 some flexibility to allow him to speak, and when  
6 an elected official, you know -- I mean, I was  
7 going to -- I thought he was just observing, but  
8 when Director Jakes tapped me on the shoulder and  
9 said, hey. You know, see if he wants to make a  
10 comment -- it's fine. I didn't know what he was  
11 going to say. I hadn't spoken with him. It is  
12 what it is. And, you know, this is still a  
13 country where we have First Amendment rights, so  
14 whether we agree -- but the bottom line is his  
15 freedom to express.

16           I've seen so many things, and I agree  
17 with you -- with former President Carter. He was  
18 treated horribly. I mean, personal attacks, where  
19 we even had to add security to his residence, and  
20 I saw silence. I didn't see anybody stand up and  
21 take any affirmative action. So I do believe we  
22 should use a yardstick, but it should be a fair  
23 yardstick.

24           And so I would not deny an elected

1 official an opportunity to speak. Any of the  
2 Aldermen that walked into this room, they're on  
3 the agenda or not on the agenda, I would grant  
4 them the opportunity to speak. I didn't know what  
5 he was good to say, but it's just one citizen of  
6 Chicago and his opinion, so we've all been  
7 attacked personally. And so I don't necessarily  
8 agree and embrace all of his remarks, but the  
9 bottom line is I do defend his right to speak.

10 Anything further before we --

11 DIRECTOR ROQUEJO: Yes, Chairman. I  
12 understand that when there's elected officials  
13 here, there's an opportunity to invite them to  
14 speak. I also want to acknowledge that public  
15 commenters -- regular citizens, some of them are  
16 here today, take hours of their time to sign up,  
17 spend a lot of time and leave money on the table  
18 because they have jobs to come here to go through  
19 our process. So if we're going to have a process,  
20 I would encourage all of us to be fair as to how  
21 do we allow people to come in here, and also I  
22 want to be respectful of the fact that they're  
23 coming here and they are regular citizens.

24 Our elected officials, all of them,

1 have public forums and platforms from which they  
2 can speak, from City Council to committees, to all  
3 kinds of press can come to them. Our residents  
4 have this three minutes here, right? So I want us  
5 to be fair and equitable to that, and while I  
6 understand the courtesy and the respect to invite  
7 elected officials to speak, I also want to be  
8 clear who do we allow to express and what in here  
9 and how does that compare with others who have  
10 only this little window? Which, by the way, is  
11 not the easiest to access because our system is  
12 complicated.

13 And the other thing I wanted to say is  
14 that I've been concerned about how this process is  
15 unfolding, and I have shared this, both privately  
16 with you all and publicly. I would love us to  
17 have a professional process. I would like us to  
18 have one that is not either/or. It's a  
19 collaboration. Sharing power is not even our way.  
20 It's a way to share decision-making. The Mayor  
21 has a role relative and a capacity to select. We  
22 do have one, the Governor's office could also be  
23 part of this.

24 You know, I believe in collaboration.

1 I believe in coalitions. I believe in bringing as  
2 many voices as possible and have a process and a  
3 transparent way of doing things, and I'm very  
4 concerned about this either/or as versus than  
5 zero-sum game that has taken the city nowhere  
6 because, as you know, that kind of segregation, it  
7 hasn't taken us anywhere. It has cost us a lot of  
8 lives and money and capacity to work together.

9 So I do support a national search, but  
10 more important than that, I support a process  
11 where we are partnering and collaborating with the  
12 Mayor's office, with the Governor's office to get  
13 us the best possible candidate to be the next  
14 president of CTA.

15 CHAIRMAN BARCLAY: Thank you.

16 Any other comments before we conclude?

17 DIRECTOR LEE: No further comments.

18 CHAIRMAN BARCLAY: Okay.

19 VICE CHAIRMAN JAKES: Thank you for  
20 allowing us to have that time.

21 CHAIRMAN BARCLAY: No problem.

22 Our final order is new business. Did  
23 we cover that?

24 MS. GREENLEE: There's no new business.

Transcript of Chicago Transit Authority Board Meeting  
Conducted on May 14, 2025

102

1 CHAIRMAN BARCLAY: Since there's no  
2 further business to come before the Board, may I  
3 have a motion to adjourn the Chicago Transit Board  
4 meeting of May 14, 2025?

5 DIRECTOR ROQUEJO: So moved.

6 DIRECTOR LEE: Second.

7 MS. GREENLEE: It's been moved by  
8 Director Roquejo, seconded by Director Lee that  
9 the meeting of May 14, 2025, be adjourned. We'll  
10 take a roll call vote.

11 Director Lee?

12 DIRECTOR LEE: Yes.

13 MS. GREENLEE: Director Jakes?

14 VICE CHAIRMAN JAKES: Yes.

15 MS. GREENLEE: Chairman Barclay?

16 CHAIRMAN BARCLAY: Yes.

17 MS. GREENLEE: Director Ortiz?

18 DIRECTOR ORTIZ: Yes.

19 MS. GREENLEE: Director Roquejo?

20 DIRECTOR ROQUEJO: Yes.

21 MS. GREENLEE: Director Jha?

22 DIRECTOR JHA: Yes.

23 MS. GREENLEE: Chairman Barclay, the  
24 motion passes.

1                   CHAIRMAN BARCLAY: Meeting is  
2 adjourned. Thank you.

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

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

1 CERTIFICATE OF REPORTER - NOTARY PUBLIC

2

3 I, Kristine Wesner, CVR, the officer before  
4 whom the foregoing proceeding was taken, do hereby  
5 certify that the foregoing transcript is a true  
6 and correct record of the testimony given; that  
7 said testimony was taken by me and thereafter  
8 reduced to typewriting under my direction; that  
9 reading and signing was not requested; and that I  
10 am neither counsel for, related to, nor employed  
11 by any of the parties to this proceeding and have  
12 no interest, financial or otherwise, in its  
13 outcome.

14 IN WITNESS WHEREOF, I have hereunto set my  
15 hand and affixed my notarial seal this 20th day of  
16 May, 2025.

17

18  

19

20 My Commission Expires: July 02, 2025

21

22

23

24

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

A			
<b>able</b>	63:2, 86:12	<b>acting</b>	<b>address</b>
54:23, 56:9,	<b>abuse</b>	3:11, 38:16,	21:4, 22:4,
56:20, 69:10,	24:1	83:3	48:9, 64:9
74:20, 79:1	<b>ac</b>	<b>action</b>	<b>addressing</b>
<b>about</b>	68:7	70:24, 98:21	36:16
8:14, 8:15,	<b>accent</b>	<b>actionable</b>	<b>adjacent</b>
11:16, 12:3,	79:24	48:18, 62:11	35:24
19:9, 20:11,	<b>accept</b>	<b>actions</b>	<b>adjourn</b>
21:6, 21:8,	95:15	62:3	91:15, 102:3
21:10, 21:20,	<b>acceptable</b>	<b>activation</b>	<b>adjourned</b>
27:1, 27:5,	91:22	62:6	102:9, 103:2
27:6, 27:7,	<b>access</b>	<b>active</b>	<b>administer</b>
28:2, 28:11,	11:12, 32:1,	19:4, 60:3	11:9
33:9, 34:5,	32:10, 33:17,	<b>actively</b>	<b>administrator</b>
34:12, 34:17,	33:18, 69:13,	17:8	20:5
35:23, 39:9,	100:11	<b>activists</b>	<b>advancement</b>
40:24, 41:2,	<b>accessibility</b>	24:10, 28:11	9:16
41:10, 43:21,	6:22, 7:4,	<b>activities</b>	<b>advancing</b>
44:11, 44:19,	7:13, 8:3,	81:3, 83:23	13:16
44:21, 45:21,	35:10, 36:13,	<b>activity</b>	<b>advisory</b>
45:24, 47:5,	36:21, 41:16,	50:16, 59:16	18:7, 31:12,
47:9, 48:22,	65:13, 70:16	<b>actually</b>	31:24
49:1, 49:10,	<b>accessible</b>	14:20, 16:2,	<b>advocacy</b>
50:10, 50:23,	12:24, 13:4,	16:3, 58:21,	17:17, 48:5
51:2, 51:19,	18:21, 32:20,	61:7, 68:10,	<b>advocate</b>
52:19, 53:8,	35:5, 35:22,	68:19, 69:7,	83:23, 94:17
53:12, 54:20,	35:23, 36:14	71:24, 72:10,	<b>advocates</b>
55:7, 55:19,	<b>accommodate</b>	74:6, 74:12,	17:24, 18:7,
60:13, 61:23,	72:7	76:9, 77:21,	54:9, 93:6
67:10, 71:21,	<b>accountability</b>	80:1, 80:2,	<b>affected</b>
79:3, 79:11,	18:18	80:5, 80:10,	80:14
80:19, 81:21,	<b>accountable</b>	80:16, 90:5	<b>affirmative</b>
82:4, 84:7,	24:14	<b>ada</b>	98:21
85:4, 86:23,	<b>achieved</b>	31:12, 31:13,	<b>affixed</b>
87:1, 87:10,	41:21	31:24	104:15
87:22, 88:9,	<b>achieving</b>	<b>add</b>	<b>affordable</b>
90:12, 91:1,	47:1	47:9, 57:1,	35:5, 89:19
91:7, 92:16,	<b>acknowledge</b>	98:19	<b>after</b>
92:24, 100:14,	23:10, 99:14	<b>addison</b>	9:16, 9:20,
101:4	<b>acquisition</b>	76:13	18:5, 18:24,
<b>above</b>	65:9, 71:1	<b>addition</b>	25:20, 54:5,
38:8	<b>across</b>	42:3, 45:18,	94:6
<b>absent</b>	10:7, 55:7,	58:18, 90:1	<b>afters</b>
4:20	55:8, 55:14,	<b>additional</b>	76:5
<b>absolutely</b>	55:24, 56:21,	33:5, 40:20,	<b>afterthought</b>
14:20, 58:23,	78:6	46:23, 58:2,	7:15
	<b>act</b>	58:7, 58:11,	<b>again</b>
	16:10	58:17	12:14, 14:10,

Transcript of Chicago Transit Authority Board Meeting  
 Conducted on May 14, 2025

<p>31:15, 32:20,                  34:1, 34:11,                  36:3, 42:24,                  44:10, 45:14,                  45:19, 54:14,                  56:21, 69:7,                  73:9  <b>against</b>                  27:11  <b>agencies</b>                  17:3, 17:6,                  34:19, 83:11,                  83:14, 83:15  <b>agency</b>                  37:21, 42:10,                  42:23, 54:1  <b>agenda</b>                  23:6, 31:2,                  31:5, 31:11,                  38:15, 64:3,                  64:10, 89:4,                  90:17, 99:3  <b>ago</b>                  10:9, 32:8,                  97:19  <b>agree</b>                  52:20, 62:18,                  94:14, 96:3,                  98:14, 98:16,                  99:8  <b>agreement</b>                  2:22, 11:5,                  65:7, 82:5  <b>agreements</b>                  10:6  <b>ahead</b>                  5:23, 36:18,                  75:16  <b>airport</b>                  56:11  <b>airy</b>                  73:15  <b>alanis</b>                  15:9, 22:12,                  34:4  <b>alderman</b>                  23:10, 23:12,                  23:21, 29:11,</p>	<p>29:17, 29:22,                  30:1, 31:1,                  31:2, 31:8,                  91:24  <b>aldermen</b>                  99:2  <b>alders</b>                  80:14  <b>alert</b>                  33:10  <b>alive</b>                  10:19  <b>all</b>                  5:7, 5:21, 6:2,                  7:23, 11:4,                  11:19, 11:21,                  11:24, 13:9,                  15:12, 21:24,                  24:8, 27:3,                  27:7, 27:12,                  27:17, 28:13,                  28:15, 31:9,                  31:19, 31:22,                  32:18, 37:21,                  39:5, 39:7,                  39:12, 40:10,                  40:11, 43:16,                  46:5, 47:16,                  51:3, 52:13,                  52:20, 54:6,                  54:18, 54:24,                  57:6, 57:8,                  61:17, 65:13,                  67:17, 68:18,                  69:23, 70:9,                  70:15, 73:8,                  74:6, 75:3,                  75:10, 75:20,                  77:20, 79:13,                  85:18, 87:1,                  87:4, 87:19,                  89:21, 89:23,                  93:14, 94:2,                  94:10, 94:12,                  94:16, 96:23,                  97:11, 99:6,                  99:8, 99:20,                  99:24, 100:2,</p>	<p>100:16  <b>alliance</b>                  11:3, 11:18,                  51:18  <b>allow</b>                  11:10, 27:11,                  31:4, 97:18,                  98:5, 99:21,                  100:8  <b>allowed</b>                  19:13  <b>allowing</b>                  101:20  <b>almost</b>                  10:8, 20:8,                  44:6  <b>along</b>                  52:5, 72:4,                  72:13, 79:12  <b>already</b>                  11:21, 16:3,                  22:23, 25:15,                  60:6, 62:6,                  88:14  <b>also</b>                  3:10, 7:15,                  8:11, 11:15,                  11:18, 15:8,                  18:23, 21:6,                  21:9, 22:13,                  33:9, 34:3,                  34:16, 39:16,                  39:19, 40:12,                  40:24, 41:4,                  41:13, 42:8,                  43:19, 45:6,                  49:16, 49:24,                  50:14, 51:23,                  53:1, 53:16,                  53:23, 54:19,                  55:15, 56:13,                  57:22, 58:6,                  58:15, 59:22,                  60:14, 62:10,                  65:15, 67:11,                  68:23, 72:21,                  74:4, 75:8,                  75:21, 82:4,</p>	<p>84:16, 84:18,                  87:12, 88:1,                  90:22, 93:24,                  94:14, 94:17,                  95:12, 96:10,                  97:8, 99:14,                  99:21, 100:7,                  100:22  <b>although</b>                  55:23  <b>always</b>                  57:19, 61:2  <b>amen</b>                  15:19  <b>amendment</b>                  65:7, 98:13  <b>amount</b>                  57:16, 74:1,                  78:9, 93:15  <b>analysis</b>                  51:15  <b>analyst</b>                  32:1  <b>ancestors</b>                  27:8  <b>angle</b>                  70:1  <b>anguish</b>                  10:12  <b>announce</b>                  7:2, 46:19,                  46:22, 50:1  <b>announcement</b>                  20:13  <b>announcements</b>                  36:17, 49:19  <b>another</b>                  11:11, 12:5,                  32:21, 44:13,                  46:10, 47:12,                  55:14  <b>answer</b>                  30:6, 44:20,                  85:3  <b>antidote</b>                  9:19  <b>antismoking</b>                  44:1</p>
--	--	---	--

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p><b>any</b> 6:22, 8:14, 9:3, 13:5, 24:2, 24:22, 37:3, 37:20, 52:11, 61:21, 64:11, 84:2, 84:3, 91:12, 92:2, 95:3, 95:15, 98:21, 99:1, 101:16, 104:11</p> <p><b>anybody</b> 25:8, 93:12, 98:20</p> <p><b>anymore</b> 20:19</p> <p><b>anyone</b> 88:3, 93:9</p> <p><b>anything</b> 5:6, 40:11, 78:16, 99:10</p> <p><b>anytime</b> 28:24</p> <p><b>anywhere</b> 101:7</p> <p><b>apologize</b> 92:4</p> <p><b>applied</b> 33:23</p> <p><b>appreciate</b> 15:16, 19:13, 21:24, 22:5, 22:18, 23:16, 23:18, 28:4, 30:7, 33:12, 33:20, 34:1, 34:22, 36:23, 37:9, 37:15, 47:4, 52:7, 52:22, 53:16, 55:5, 92:8, 92:9, 93:19, 93:24</p> <p><b>appreciation</b> 78:17</p> <p><b>appreciative</b> 26:9, 44:4, 44:9</p>	<p><b>apprentice</b> 87:1</p> <p><b>approach</b> 46:21, 50:21, 54:8, 61:10, 61:16, 70:13</p> <p><b>approached</b> 42:14, 51:1</p> <p><b>approaches</b> 60:24, 70:8</p> <p><b>appropriate</b> 34:15</p> <p><b>approval</b> 63:4, 65:19</p> <p><b>approve</b> 63:6, 66:1, 96:17</p> <p><b>approved</b> 63:11, 64:21, 65:18, 66:6</p> <p><b>approving</b> 32:3</p> <p><b>april</b> 17:18, 32:2, 45:10, 49:16, 63:5, 63:11, 81:3, 81:19, 82:23, 83:10</p> <p><b>architectural</b> 72:17, 79:20</p> <p><b>area</b> 32:21, 72:2, 76:10, 76:11, 77:11, 80:14, 84:21, 84:23</p> <p><b>areas</b> 56:16, 62:19, 76:21, 86:5, 89:14</p> <p><b>arena</b> 46:10</p> <p><b>arenas</b> 52:20</p> <p><b>argyle</b> 79:19, 79:22, 80:4</p> <p><b>armitage</b> 55:18, 56:7</p>	<p><b>around</b> 6:17, 13:10, 14:9, 30:4, 37:18, 39:21, 41:16, 45:7, 47:14, 51:4, 58:4, 59:13, 68:4, 69:12, 69:13, 72:23, 75:18, 76:12, 76:16, 77:11, 78:8, 79:10, 79:14, 79:22, 79:24, 89:13, 89:14</p> <p><b>arrived</b> 10:20</p> <p><b>artistic</b> 50:13</p> <p><b>asap</b> 33:3, 50:1, 67:14, 76:8, 90:10</p> <p><b>ashland</b> 6:16</p> <p><b>asian</b> 79:23</p> <p><b>aside</b> 58:16</p> <p><b>asked</b> 78:12, 90:9</p> <p><b>aspect</b> 50:4</p> <p><b>assembly</b> 19:1</p> <p><b>assignment</b> 24:24</p> <p><b>assistance</b> 39:18</p> <p><b>assistant</b> 25:7, 73:3</p> <p><b>associated</b> 58:8, 73:13</p> <p><b>assume</b> 23:24, 29:3</p> <p><b>attach</b> 75:12</p> <p><b>attacked</b> 99:7</p>	<p><b>attacks</b> 96:14, 98:18</p> <p><b>attainment</b> 81:9</p> <p><b>attend</b> 23:14, 37:13</p> <p><b>attendance</b> 32:17, 36:8, 36:11, 37:7</p> <p><b>attended</b> 81:20</p> <p><b>attendees</b> 82:2, 82:17, 83:20, 86:4</p> <p><b>attending</b> 83:4</p> <p><b>attention</b> 92:7</p> <p><b>audacity</b> 24:20</p> <p><b>audible</b> 6:24</p> <p><b>audience</b> 82:7, 85:24</p> <p><b>audio</b> 33:14, 33:18, 33:24, 36:16</p> <p><b>audit</b> 64:17, 65:21</p> <p><b>austin</b> 33:7, 33:8, 50:2, 70:18, 71:15, 72:7, 75:23, 76:1</p> <p><b>authority</b> 1:1, 2:1, 2:4, 65:8</p> <p><b>authorization</b> 59:2</p> <p><b>authorizing</b> 64:24, 65:4, 65:6, 65:11</p> <p><b>autism</b> 49:16</p> <p><b>auxiliary</b> 76:7</p> <p><b>available</b> 10:17, 13:12, 99:7</p>
--	--	--	---

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p>69:1, 71:18, 85:4, 85:13, 88:2, 88:7 <b>avenue</b> 65:12 <b>aviation</b> 26:13, 26:15, 87:13 <b>avoid</b> 14:10 <b>awaiting</b> 13:23 <b>awarded</b> 81:5 <b>aware</b> 39:1, 42:12, 83:18 <b>awareness</b> 49:17, 55:22 <b>away</b> 10:15, 26:20, 76:14 <b>awesome</b> 5:20</p> <hr/> <p style="text-align: center;"><b>B</b></p> <hr/> <p><b>back</b> 40:16, 67:11, 69:1, 69:6, 70:9, 76:17, 77:20, 85:20, 92:24, 95:2 <b>backbiting</b> 29:5 <b>baked</b> 78:21 <b>banana</b> 78:22, 78:23 <b>banks</b> 70:11 <b>bar</b> 68:10, 68:11 <b>barclay</b> 3:3, 4:2, 4:13, 4:14, 4:21, 4:22, 5:1, 8:10, 8:16, 15:23, 19:16, 23:5,</p>	<p>23:8, 23:9, 23:17, 29:13, 29:16, 30:8, 30:12, 30:24, 31:9, 37:1, 38:12, 38:14, 52:10, 60:12, 61:20, 63:3, 63:19, 63:20, 63:22, 64:2, 64:9, 64:14, 64:15, 65:22, 66:12, 66:13, 66:21, 84:3, 91:12, 95:7, 97:15, 101:15, 101:18, 101:21, 102:1, 102:15, 102:16, 102:23, 103:1 <b>bargaining</b> 82:5 <b>barrier</b> 88:6 <b>barriers</b> 7:22 <b>barry</b> 67:16, 67:17 <b>base</b> 17:17 <b>baseball</b> 75:19 <b>based</b> 51:16 <b>basis</b> 62:8 <b>bathrooms</b> 77:5 <b>battling</b> 74:16 <b>bear</b> 43:23 <b>because</b> 6:10, 14:3, 14:5, 14:8, 21:1, 21:21, 25:22, 26:1, 26:3, 26:5,</p>	<p>26:16, 26:18, 28:9, 28:23, 32:12, 35:3, 37:12, 39:16, 39:21, 48:16, 53:2, 53:8, 57:6, 68:13, 74:9, 79:2, 84:9, 86:3, 86:9, 92:19, 93:2, 93:12, 95:10, 97:21, 98:3, 99:18, 100:11, 101:6 <b>become</b> 71:17, 82:3, 85:12, 85:13 <b>beds</b> 35:5 <b>been</b> 8:23, 8:24, 9:15, 10:17, 13:8, 13:14, 13:15, 13:16, 13:19, 13:20, 17:7, 20:12, 22:23, 32:18, 37:6, 37:11, 37:16, 40:5, 40:15, 40:17, 40:18, 41:5, 41:10, 41:15, 42:11, 42:16, 42:17, 43:21, 44:2, 46:7, 46:8, 46:12, 46:20, 47:13, 48:24, 52:9, 52:14, 52:17, 53:24, 54:1, 54:2, 56:2, 58:5, 58:7, 58:24, 60:23, 61:2, 63:9, 66:4, 74:16, 76:7, 77:7, 80:4, 81:5, 81:8, 89:20,</p>	<p>90:21, 96:16, 99:6, 100:14, 102:7 <b>beep</b> 7:1 <b>before</b> 1:1, 2:22, 20:20, 23:24, 24:9, 24:10, 24:12, 25:14, 25:18, 37:24, 38:20, 76:5, 88:24, 89:5, 91:15, 95:7, 95:8, 99:10, 101:16, 102:2, 104:3 <b>began</b> 32:3, 45:10 <b>beginning</b> 70:18, 70:23 <b>begun</b> 73:6, 73:7, 73:21 <b>behalf</b> 16:12, 23:15, 24:15 <b>behavioral</b> 11:3, 11:7 <b>being</b> 6:18, 14:1, 22:16, 25:20, 33:10, 34:14, 35:15, 38:4, 39:3, 49:2, 50:15, 52:3, 52:14, 52:16, 52:17, 62:21, 68:1, 68:4, 69:10, 70:12, 71:23, 73:3, 73:4, 74:20, 76:1, 77:14 <b>believe</b> 57:18, 93:8, 93:11, 98:21, 100:24, 101:1 <b>belmont</b> 71:8</p>
--	--	--	---

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p><b>ben</b> 5:5, 5:9, 6:5</p> <p><b>beneficial</b> 68:18</p> <p><b>benefit</b> 41:17, 50:14, 69:3</p> <p><b>benefits</b> 69:9, 82:5</p> <p><b>bernard</b> 3:4</p> <p><b>best</b> 44:21, 45:16, 54:7, 54:20, 94:18, 95:1, 97:11, 101:13</p> <p><b>better</b> 20:21, 25:14, 25:17, 51:4, 86:8</p> <p><b>between</b> 8:22, 10:23, 23:8, 27:3, 51:6, 61:3, 68:11, 81:5</p> <p><b>beyond</b> 34:8, 34:10, 38:8, 43:9, 91:7</p> <p><b>biannual</b> 82:24</p> <p><b>bid</b> 71:2</p> <p><b>bidding</b> 82:6</p> <p><b>big</b> 60:14, 62:10, 67:19, 69:15, 69:16, 69:19, 74:18</p> <p><b>biggest</b> 73:19</p> <p><b>bike</b> 35:24</p> <p><b>bill</b> 20:6, 20:17, 22:10, 33:1, 66:22, 67:3, 80:23, 90:21</p>	<p><b>billion</b> 58:16</p> <p><b>bills</b> 42:6</p> <p><b>bit</b> 59:3, 77:14, 85:21</p> <p><b>black</b> 8:20</p> <p><b>blind</b> 6:7</p> <p><b>blue</b> 10:7, 10:16, 14:4, 14:5, 34:18, 45:19, 45:21, 65:14, 68:21, 68:23, 69:1, 75:24</p> <p><b>board</b> 1:1, 1:7, 2:1, 3:12, 4:4, 7:7, 8:24, 9:3, 9:14, 9:17, 16:4, 18:3, 23:1, 23:19, 24:8, 30:23, 36:7, 39:5, 52:18, 63:5, 64:10, 64:11, 64:13, 65:19, 70:24, 71:3, 78:24, 91:19, 95:12, 96:15, 97:5, 98:4, 102:2, 102:3</p> <p><b>board's</b> 36:23, 37:12</p> <p><b>bold</b> 18:20</p> <p><b>bonds</b> 9:2, 9:8</p> <p><b>bore</b> 73:21</p> <p><b>boring</b> 73:23</p> <p><b>both</b> 14:24, 35:20, 52:14, 68:6,</p>	<p>68:14, 69:7, 69:10, 75:19, 76:1, 100:15</p> <p><b>bottom</b> 98:14, 99:9</p> <p><b>brackets</b> 75:11</p> <p><b>braking</b> 69:4</p> <p><b>brand-new</b> 74:3</p> <p><b>brass</b> 68:11</p> <p><b>bread</b> 78:22, 78:23</p> <p><b>break</b> 54:24</p> <p><b>breathe</b> 24:18</p> <p><b>bremen</b> 82:19</p> <p><b>bridge</b> 69:15, 69:19, 69:21, 69:22, 75:4, 75:7</p> <p><b>bridges</b> 70:13</p> <p><b>brightest</b> 94:19</p> <p><b>bring</b> 27:18, 43:14, 56:20, 73:24, 74:3, 74:5, 83:22, 86:14</p> <p><b>bringing</b> 28:2, 97:3, 101:1</p> <p><b>brings</b> 58:21, 73:14</p> <p><b>brittney</b> 66:24, 67:6, 80:22</p> <p><b>broader</b> 17:16, 76:18, 87:20</p> <p><b>broadly</b> 55:7, 85:6</p> <p><b>broadway</b> 32:8</p>	<p><b>bronzeville</b> 76:19</p> <p><b>brought</b> 41:10, 67:11</p> <p><b>brown</b> 6:15, 78:6</p> <p><b>bryn</b> 79:8, 79:11, 80:10</p> <p><b>bs</b> 27:6</p> <p><b>buckets</b> 42:14, 62:22</p> <p><b>budget</b> 64:17, 65:21</p> <p><b>build</b> 16:20, 45:2, 78:14, 90:2</p> <p><b>building</b> 32:12, 77:19, 81:18, 82:13, 88:16, 89:2, 90:6</p> <p><b>buildings</b> 26:6, 26:8</p> <p><b>built</b> 11:18, 17:6, 50:17, 73:3, 91:9</p> <p><b>bunch</b> 72:8</p> <p><b>bus</b> 6:16, 6:19, 7:1, 9:1, 20:19, 32:4, 35:18, 35:19, 35:21, 37:15, 46:18, 47:10, 47:19, 55:8, 55:14, 55:21, 55:23, 56:4, 56:7, 56:22, 69:15, 76:3, 77:1</p> <p><b>buses</b> 20:20, 25:16, 57:7, 89:13</p> <p><b>business</b> 4:23, 26:4,</p>
--	--	---	--

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p>31:11, 38:15, 63:4, 64:16, 66:22, 82:8, 82:24, 83:6, 89:6, 101:22, 101:24, 102:2 <b>businesses</b> 81:21, 83:2, 85:1, 89:18, 90:4 <b>bypass</b> 77:13 <b>bypassing</b> 77:17</p> <hr/> <p style="text-align: center;"><b>C</b></p> <hr/> <p><b>cable</b> 68:9 <b>cadence</b> 96:4 <b>cage</b> 16:1, 16:6, 16:8 <b>california</b> 70:24 <b>call</b> 4:3, 4:6, 5:2, 19:5, 63:12, 66:6, 77:12, 93:20, 102:10 <b>called</b> 10:19, 86:18, 91:21, 92:10 <b>calls</b> 6:24 <b>came</b> 24:22, 41:15, 86:20, 92:20, 95:13 <b>camera-based</b> 35:17 <b>campaign</b> 49:17 <b>can't</b> 95:19 <b>canal</b> 67:16, 68:17, 69:12</p>	<p><b>candidate</b> 97:2, 97:3, 101:13 <b>candidates</b> 96:17 <b>canopies</b> 70:9 <b>canopy</b> 71:24, 73:12, 73:13 <b>cantilevered</b> 68:14 <b>capacity</b> 78:4, 100:21, 101:8 <b>capitally</b> 48:4 <b>car</b> 9:6 <b>care</b> 6:14, 51:2 <b>career</b> 61:7, 81:22, 83:12, 83:24, 86:19, 88:9 <b>careers</b> 81:17 <b>careful</b> 96:24 <b>carefully</b> 94:7 <b>cares</b> 12:3, 40:5 <b>caring</b> 94:21 <b>carter</b> 98:17 <b>case</b> 61:2 <b>category</b> 91:6 <b>causing</b> 10:10 <b>cbo-led</b> 16:19 <b>cbos</b> 19:8 <b>cch</b> 11:6</p>	<p><b>cdot</b> 17:4, 32:16, 32:22, 36:4, 36:8, 37:6, 37:13, 37:20, 38:1, 38:6, 38:9, 70:21 <b>cdt</b> 1:10 <b>ceiling</b> 71:23, 73:5 <b>celebrate</b> 46:11, 79:1 <b>center</b> 16:9, 58:1, 60:5 <b>centered</b> 42:18, 48:23 <b>centers</b> 89:22 <b>ceo</b> 25:17 <b>cermak</b> 45:12 <b>certain</b> 56:1, 56:2, 91:6, 93:15, 94:11 <b>certainly</b> 78:9, 78:17, 90:8 <b>certificate</b> 104:1 <b>certification</b> 67:1 <b>certified</b> 2:23 <b>certify</b> 83:23, 104:5 <b>cetera</b> 11:23, 20:15, 89:7, 89:21 <b>cha</b> 25:20, 89:7, 89:21, 90:3 <b>chair</b> 3:4, 31:13, 31:24</p>	<p><b>chair's</b> 97:17 <b>chairman</b> 3:3, 4:2, 4:13, 4:14, 4:16, 4:21, 4:22, 5:1, 6:4, 8:10, 8:11, 8:16, 9:5, 9:10, 12:7, 12:10, 12:13, 12:18, 12:21, 13:2, 13:6, 13:13, 14:16, 15:13, 15:19, 15:21, 15:23, 16:7, 19:15, 19:16, 22:6, 22:9, 22:20, 23:5, 23:9, 23:17, 23:20, 29:13, 29:16, 30:8, 30:12, 30:22, 30:24, 31:9, 37:1, 38:12, 38:14, 38:18, 52:10, 60:12, 60:20, 61:20, 63:3, 63:19, 63:20, 63:22, 64:2, 64:9, 64:14, 64:15, 64:19, 64:20, 65:22, 66:11, 66:12, 66:13, 66:21, 84:3, 91:12, 91:15, 95:7, 97:15, 99:11, 101:15, 101:18, 101:19, 101:21, 102:1, 102:14, 102:15, 102:16, 102:23, 103:1 <b>challenge</b> 54:10 <b>challenged</b> 24:5 <b>challenges</b> 17:22, 24:22</p>
---	---	---	---

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p><b>challenging</b> 26:23, 26:24, 74:8, 85:8</p> <p><b>chamber</b> 19:20, 20:6, 20:7</p> <p><b>chambers</b> 80:15</p> <p><b>champion</b> 18:22</p> <p><b>chance</b> 86:5</p> <p><b>change</b> 13:19, 27:22, 28:8, 52:21, 70:17, 77:10</p> <p><b>changed</b> 48:15</p> <p><b>changes</b> 70:17, 71:13, 77:18, 80:1</p> <p><b>channels</b> 9:17</p> <p><b>charget</b> 5:5, 5:6, 5:8, 5:9, 5:11, 5:14, 5:16, 5:20, 5:22, 6:2, 6:5, 8:12, 8:17, 15:20, 15:22</p> <p><b>chatbot</b> 44:11</p> <p><b>check</b> 26:21</p> <p><b>chew</b> 85:21</p> <p><b>chicago</b> 1:1, 1:8, 2:1, 2:4, 2:6, 4:3, 4:4, 6:9, 7:24, 11:3, 11:17, 13:8, 13:24, 16:18, 18:3, 18:10, 20:10, 35:7, 43:22, 43:24, 44:14, 51:18, 65:3, 65:8, 65:13,</p>	<p>74:13, 75:19, 82:16, 83:11, 97:1, 97:12, 99:6, 102:3</p> <p><b>chicago's</b> 17:12, 18:19</p> <p><b>chicagoan</b> 6:6</p> <p><b>chicagoans</b> 7:24, 53:4</p> <p><b>chief</b> 15:10, 22:12, 25:8, 25:24, 52:1, 61:1, 66:23, 67:4</p> <p><b>children</b> 49:18</p> <p><b>choice</b> 35:3</p> <p><b>chomp</b> 15:20, 15:23, 65:4</p> <p><b>choose</b> 93:3, 95:18</p> <p><b>choosing</b> 8:2</p> <p><b>chose</b> 6:9</p> <p><b>chosen</b> 7:9</p> <p><b>chugging</b> 75:16</p> <p><b>circumstance</b> 73:23</p> <p><b>circumstances</b> 39:10, 40:2, 53:6</p> <p><b>citizen</b> 99:5</p> <p><b>citizens</b> 99:15, 99:23</p> <p><b>city</b> 6:8, 6:12, 6:17, 7:11, 7:23, 24:24, 27:20, 28:1, 28:2, 30:5, 35:6, 35:7,</p>	<p>49:3, 52:3, 74:13, 83:11, 84:20, 85:7, 86:5, 87:13, 95:1, 100:2, 101:5</p> <p><b>city's</b> 17:24</p> <p><b>citywide</b> 83:12, 86:18</p> <p><b>civil</b> 27:7</p> <p><b>clarify</b> 60:21</p> <p><b>clark</b> 77:12, 77:22</p> <p><b>clay</b> 23:22</p> <p><b>cleaned</b> 76:11</p> <p><b>cleanup</b> 76:10</p> <p><b>clear</b> 12:3, 35:18, 40:17, 45:16, 62:21, 89:4, 94:9, 97:14, 100:8</p> <p><b>cliff</b> 17:23</p> <p><b>climate</b> 59:4</p> <p><b>clinics</b> 89:22</p> <p><b>close</b> 6:19, 10:5, 47:22, 71:18, 79:7, 95:9</p> <p><b>closed</b> 50:15, 64:7, 76:7</p> <p><b>closely</b> 17:3, 38:24, 39:6, 39:11, 46:21, 61:5</p> <p><b>closest</b> 43:5</p> <p><b>closing</b> 40:14</p>	<p><b>club</b> 80:17</p> <p><b>coalition</b> 16:11, 16:14, 16:16, 16:20, 17:5, 17:16, 19:5</p> <p><b>coalitions</b> 101:1</p> <p><b>code</b> 11:16, 33:17, 33:18, 34:5, 34:9, 34:13, 45:18</p> <p><b>codes</b> 13:8</p> <p><b>cohort</b> 83:1</p> <p><b>collaborate</b> 37:20</p> <p><b>collaborated</b> 81:23, 83:11</p> <p><b>collaborating</b> 38:6, 101:11</p> <p><b>collaboration</b> 10:23, 11:6, 18:18, 37:8, 54:2, 84:7, 100:19, 100:24</p> <p><b>colleagues</b> 92:4</p> <p><b>collect</b> 83:20</p> <p><b>collective</b> 82:5</p> <p><b>college</b> 82:10, 82:21, 83:13, 85:2</p> <p><b>color</b> 16:21, 18:20</p> <p><b>colors</b> 80:1</p> <p><b>combines</b> 61:11</p> <p><b>come</b> 5:15, 5:16, 7:11, 23:15, 23:21, 24:9,</p>
---	---	--	--

Transcript of Chicago Transit Authority Board Meeting  
 Conducted on May 14, 2025

24:10, 24:12, 28:19, 30:20, 38:7, 39:17, 44:7, 51:21, 62:1, 67:20, 73:7, 85:19, 90:11, 95:11, 95:17, 96:18, 99:18, 99:21, 100:3, 102:2 <b>comed</b> 74:4 <b>comes</b> 92:17 <b>comfortable</b> 25:23 <b>coming</b> 28:11, 31:1, 44:12, 49:12, 50:4, 72:22, 79:7, 86:24, 88:4, 99:23 <b>comment</b> 19:19, 22:21, 23:11, 30:10, 30:14, 30:17, 30:19, 32:4, 37:5, 95:17, 95:20, 98:10 <b>commentators</b> 31:10 <b>commenter</b> 45:9, 92:3 <b>commenters</b> 92:12, 93:20, 97:20, 99:15 <b>comments</b> 4:23, 5:2, 5:4, 23:2, 23:3, 52:11, 61:21, 74:14, 91:12, 94:15, 97:16, 101:16, 101:17 <b>commerce</b> 19:21, 20:6, 80:16 <b>commission</b> 67:23, 104:20	<b>commissioned</b> 67:22 <b>commissioner</b> 26:10, 26:13 <b>commitment</b> 18:17, 59:4 <b>committed</b> 8:4, 17:13, 32:15, 47:1, 52:5, 94:23 <b>committee</b> 16:13, 17:15, 31:12, 31:13, 31:24, 32:2, 33:2, 33:6, 33:9, 33:13, 33:14, 34:3, 34:7, 34:16, 35:11, 35:19, 35:22, 36:6, 36:18, 37:9, 38:2, 64:16, 64:20, 64:21, 64:23, 65:15, 65:16, 65:18, 65:21, 83:19 <b>committees</b> 18:7, 100:2 <b>communicate</b> 11:13, 80:12 <b>communicating</b> 32:23 <b>communication</b> 54:11 <b>communities</b> 16:18, 16:21, 17:12, 18:20, 25:4, 49:14, 90:6 <b>community</b> 6:14, 11:17, 14:14, 16:22, 17:24, 18:7, 19:5, 28:20, 32:23, 51:24, 59:23, 65:18, 79:23, 82:20, 84:12, 86:21,	89:22, 91:10 <b>community's</b> 34:2 <b>community-based</b> 16:17, 17:7, 17:11, 54:8 <b>community-driven</b> 17:1, 49:9, 79:21 <b>companies</b> 26:8 <b>compare</b> 100:9 <b>compensate</b> 16:21 <b>compete</b> 27:16, 28:10 <b>complaints</b> 44:11 <b>complete</b> 77:22, 79:12 <b>completed</b> 61:17, 75:17, 76:3 <b>completing</b> 71:6 <b>complexities</b> 18:15 <b>compliance</b> 67:1 <b>complicated</b> 78:16, 100:12 <b>component</b> 33:24, 50:22, 59:15, 60:14 <b>components</b> 54:21, 61:9 <b>comprehensive</b> 36:20, 89:4 <b>concentrated</b> 56:19 <b>concept</b> 50:7, 50:19 <b>concepts</b> 85:20 <b>concern</b> 21:5, 32:12, 58:5	<b>concerned</b> 20:11, 100:14, 101:4 <b>concerns</b> 21:9, 22:4, 22:11, 33:21, 34:11, 35:23, 36:5 <b>concession</b> 65:1, 65:5, 88:19 <b>concessions</b> 49:10 <b>conclude</b> 101:16 <b>concludes</b> 19:2, 65:20, 84:1 <b>concrete</b> 55:9, 70:3, 72:19, 75:6, 75:11 <b>concur</b> 97:16 <b>condemn</b> 95:23 <b>condition</b> 78:1 <b>conditions</b> 21:6, 21:17 <b>conduct</b> 7:7, 18:5, 34:5, 34:9, 34:13, 45:19 <b>conducting</b> 59:16 <b>confirm</b> 93:4 <b>conflating</b> 34:12 <b>congratulations</b> 52:13 <b>congress</b> 24:6, 75:22, 76:1, 76:6 <b>connect</b> 22:12 <b>connected</b> 15:7
---	---	---	--

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

113

<p><b>connecting</b> 57:21, 88:17, 90:6</p> <p><b>connection</b> 6:13, 51:6, 61:18, 75:7</p> <p><b>connections</b> 34:21</p> <p><b>connects</b> 68:6</p> <p><b>consider</b> 7:7, 19:4, 21:18, 41:13, 61:11</p> <p><b>considerations</b> 36:4</p> <p><b>considered</b> 6:21, 17:10, 33:21</p> <p><b>considering</b> 35:14, 43:12</p> <p><b>consistent</b> 18:16, 34:10</p> <p><b>constantly</b> 20:8</p> <p><b>constituent</b> 21:9</p> <p><b>constituents</b> 20:17, 24:9</p> <p><b>construction</b> 33:4, 66:22, 67:9, 70:20, 70:23, 71:5, 78:13, 81:6, 82:22, 83:1, 86:23, 86:24, 87:5, 88:24, 91:8</p> <p><b>consultation</b> 18:3</p> <p><b>contentious</b> 93:2</p> <p><b>context</b> 52:24</p> <p><b>continue</b> 29:13, 35:8, 36:19, 42:4, 42:5, 42:7,</p>	<p>47:6, 60:8, 72:13, 80:12, 81:17, 83:6, 83:22</p> <p><b>continues</b> 83:19</p> <p><b>continuing</b> 17:14, 27:24, 91:6</p> <p><b>contract</b> 35:12</p> <p><b>contracting</b> 81:21</p> <p><b>contractor</b> 70:21, 82:3, 82:6</p> <p><b>contractors</b> 82:13</p> <p><b>contracts</b> 65:16, 65:17, 65:20, 71:13</p> <p><b>control</b> 60:5</p> <p><b>convenience</b> 6:11</p> <p><b>convention</b> 27:1</p> <p><b>conversation</b> 8:21, 23:7, 53:3, 53:7, 54:17, 62:4, 85:14</p> <p><b>conversations</b> 7:17, 41:9, 51:12, 51:22, 54:13, 59:22, 86:20</p> <p><b>convert</b> 68:7</p> <p><b>convey</b> 40:6</p> <p><b>cook</b> 10:4, 11:2, 11:5, 17:4</p> <p><b>cool</b> 72:19</p> <p><b>cooperation</b> 37:8</p>	<p><b>coordinated</b> 11:20</p> <p><b>coordination</b> 60:4</p> <p><b>coordinator</b> 16:10, 19:7</p> <p><b>copy</b> 16:5</p> <p><b>core</b> 7:13, 46:14, 78:4, 86:2</p> <p><b>corporation</b> 82:15</p> <p><b>correct</b> 104:6</p> <p><b>corrected</b> 41:4</p> <p><b>correction</b> 64:6</p> <p><b>correctly</b> 12:15, 92:19</p> <p><b>cost</b> 10:22, 14:13, 58:6, 58:12, 101:7</p> <p><b>costly</b> 14:11</p> <p><b>costs</b> 58:8</p> <p><b>could</b> 14:14, 26:1, 40:19, 41:4, 41:17, 48:11, 57:12, 59:19, 62:7, 62:23, 67:23, 71:22, 80:2, 85:17, 87:7, 87:8, 87:9, 87:21, 88:23, 89:15, 89:18, 89:22, 100:22</p> <p><b>could've</b> 10:18</p> <p><b>council</b> 27:20, 30:5, 81:24, 100:2</p> <p><b>counsel</b> 3:13, 30:15,</p>	<p>97:4, 104:10</p> <p><b>country</b> 98:13</p> <p><b>county</b> 10:4, 11:5, 17:4</p> <p><b>county's</b> 11:2</p> <p><b>couple</b> 42:21, 68:3, 70:12, 70:17, 72:16</p> <p><b>course</b> 46:8, 46:18, 49:24</p> <p><b>courtesy</b> 100:6</p> <p><b>cover</b> 67:10, 101:23</p> <p><b>cps</b> 24:8</p> <p><b>craned</b> 68:1</p> <p><b>create</b> 49:14</p> <p><b>created</b> 77:19</p> <p><b>creates</b> 49:23</p> <p><b>creative</b> 49:9, 49:22, 50:13, 61:24</p> <p><b>credit</b> 54:5</p> <p><b>crews</b> 14:11</p> <p><b>crime</b> 48:7, 50:8, 50:19, 59:14</p> <p><b>crisis</b> 59:21</p> <p><b>crisp</b> 62:21</p> <p><b>critical</b> 73:22</p> <p><b>cross</b> 73:10</p> <p><b>cross-pollinate</b> 84:18</p>
---	---	--	--

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p><b>cta</b>  3:11, 6:6, 7:1,  7:9, 8:6, 8:15,  9:14, 9:16,  9:17, 9:21,  9:22, 10:2,  10:3, 10:4,  10:19, 10:22,  11:8, 11:12,  11:20, 11:24,  12:3, 13:16,  17:4, 17:13,  17:21, 18:7,  19:7, 20:8,  20:10, 20:15,  20:18, 20:24,  22:2, 23:14,  24:7, 25:4,  32:22, 33:20,  35:12, 36:7,  36:13, 38:9,  39:18, 40:5,  40:11, 41:4,  43:8, 43:14,  44:7, 45:18,  46:1, 46:5,  46:11, 46:14,  48:17, 49:1,  49:5, 49:15,  51:8, 51:11,  53:19, 53:24,  56:15, 57:16,  57:19, 57:24,  58:8, 59:17,  59:19, 59:21,  61:7, 67:1,  72:18, 81:7,  81:22, 82:6,  82:8, 82:9,  82:11, 82:12,  83:3, 83:7,  83:10, 92:19,  94:24, 97:1,  97:11, 101:14  <b>cta's</b>  32:15, 41:21,  42:17, 59:4,  82:24</p>	<p><b>cta-driven</b>  86:19  <b>curbed</b>  72:3  <b>current</b>  6:22, 8:13,  11:20, 41:22,  72:11, 77:24  <b>currently</b>  8:15, 33:4,  41:13, 47:21,  55:19, 56:18,  60:17, 71:2,  71:10, 75:23,  76:4  <b>curtain</b>  72:22  <b>customer</b>  43:11, 48:19,  73:3, 79:16  <b>customer-facing</b>  67:12  <b>customers</b>  41:7, 42:1,  43:3, 43:6,  45:21, 60:16  <b>cvr</b>  1:24, 104:3</p> <hr/> <p style="text-align: center;"><b>D</b></p> <hr/> <p><b>daily</b>  6:6  <b>damen</b>  67:16  <b>dangerous</b>  35:1  <b>darker</b>  73:10  <b>data</b>  43:10, 44:10,  45:5, 47:14,  48:18, 48:22,  51:15, 83:20  <b>date</b>  26:7, 81:8,  81:14, 83:18  <b>david</b>  10:15</p>	<p><b>day</b>  7:5, 7:14,  10:9, 24:5,  46:1, 46:2,  69:24, 85:18,  96:14, 104:15  <b>days</b>  10:8, 13:14,  42:9, 42:21,  43:22, 45:13,  50:1, 52:9,  52:14, 97:19  <b>db</b>  84:14  <b>dbe</b>  81:2  <b>dbes</b>  81:4, 81:7,  83:24  <b>dc</b>  68:9  <b>deal</b>  24:5, 24:22,  53:13  <b>dealing</b>  58:17, 70:8  <b>decision</b>  96:24  <b>decision-making</b>  16:23, 100:20  <b>decisions</b>  17:2, 42:6,  62:17  <b>deck</b>  69:16, 70:4  <b>deep</b>  18:11  <b>deeper</b>  48:4  <b>deeply</b>  47:24, 48:3,  51:1, 61:8  <b>defend</b>  99:9  <b>deference</b>  31:4, 98:3  <b>defined</b>  72:17</p>	<p><b>definitely</b>  85:3, 94:1  <b>delay</b>  12:2  <b>delayed</b>  10:9  <b>delays</b>  14:11  <b>deliver</b>  52:23, 56:5  <b>delivery</b>  46:15  <b>delphine</b>  36:9  <b>demand</b>  68:24  <b>democratic</b>  27:1  <b>demonstrate</b>  18:11  <b>deny</b>  93:4, 96:17,  97:22, 98:24  <b>department</b>  11:5, 32:15,  39:6, 43:22,  43:24, 44:5,  44:14, 60:22,  61:8, 61:9,  61:13, 74:11,  87:13  <b>departments</b>  27:3, 38:7,  60:24, 61:3  <b>depend</b>  7:12  <b>deploy</b>  48:8  <b>deployed</b>  14:13  <b>deploying</b>  57:18  <b>deployment</b>  10:11, 22:14,  43:20, 57:23,  60:2  <b>deployments</b>  22:16</p>
--	--	--	---

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p><b>deputy</b> 25:8</p> <p><b>deserve</b> 17:13, 35:2, 55:4</p> <p><b>deserves</b> 18:10, 94:16</p> <p><b>design</b> 33:5, 50:9, 50:20, 59:15, 68:21, 71:6, 71:9, 79:22, 81:6, 82:15</p> <p><b>designers</b> 71:11</p> <p><b>desperately</b> 55:1</p> <p><b>detail</b> 15:8, 41:2</p> <p><b>details</b> 39:7, 82:4</p> <p><b>developers</b> 89:21, 90:3</p> <p><b>developing</b> 51:13</p> <p><b>development</b> 25:24, 82:15, 84:14</p> <p><b>devise</b> 86:7</p> <p><b>die</b> 53:9</p> <p><b>different</b> 38:7, 40:5, 43:17, 52:20, 59:4, 60:23, 70:1, 86:1, 92:22, 94:2, 95:9, 96:20</p> <p><b>difficult</b> 53:3, 53:6</p> <p><b>digital</b> 33:10, 33:24</p> <p><b>dignity</b> 35:2</p> <p><b>diode</b> 68:5</p> <p><b>dire</b> 53:5</p>	<p><b>direct</b> 25:24, 57:23, 60:4, 91:7</p> <p><b>direction</b> 7:12, 51:4, 104:8</p> <p><b>directional</b> 73:21</p> <p><b>directions</b> 69:7</p> <p><b>directly</b> 36:5, 87:12</p> <p><b>director</b> 3:5, 3:6, 3:7, 3:8, 4:7, 4:8, 4:9, 4:10, 4:11, 4:12, 4:15, 4:17, 4:18, 4:20, 29:8, 29:15, 29:21, 30:9, 30:11, 30:16, 30:18, 31:21, 37:5, 37:19, 38:5, 52:12, 57:5, 57:11, 58:15, 59:8, 60:9, 60:15, 61:22, 63:7, 63:8, 63:10, 63:13, 63:14, 63:15, 63:16, 63:17, 63:18, 63:21, 63:23, 63:24, 64:18, 65:22, 66:2, 66:3, 66:5, 66:8, 66:9, 66:10, 66:14, 66:15, 66:16, 66:17, 66:18, 66:19, 84:6, 84:15, 85:23, 86:14, 88:12, 88:21, 88:22, 90:9, 91:11, 91:13, 93:23, 95:8, 97:15, 98:1,</p>	<p>98:8, 99:11, 101:17, 102:5, 102:6, 102:8, 102:11, 102:12, 102:13, 102:17, 102:18, 102:19, 102:20, 102:21, 102:22</p> <p><b>directors</b> 23:1, 38:19, 80:24</p> <p><b>disabilities</b> 6:13, 7:16, 32:6, 35:20, 36:1, 36:15, 43:15</p> <p><b>disability</b> 6:21, 8:13, 32:23</p> <p><b>disabled</b> 7:4</p> <p><b>disadvantaged</b> 28:13</p> <p><b>discuss</b> 8:15, 36:4, 48:16</p> <p><b>discussed</b> 35:19, 45:14</p> <p><b>discussion</b> 34:5, 41:5, 41:6, 41:18, 51:4, 58:3</p> <p><b>discussions</b> 41:20, 43:9</p> <p><b>dispenser</b> 11:14</p> <p><b>dispensers</b> 10:2</p> <p><b>displays</b> 33:10, 33:13, 33:17</p> <p><b>disrespect</b> 95:4</p> <p><b>disseminate</b> 70:3</p> <p><b>distance</b> 72:19</p> <p><b>distribute</b> 16:4</p>	<p><b>district</b> 25:1, 81:24, 82:18, 82:19, 82:20, 87:14</p> <p><b>districts</b> 40:22</p> <p><b>disturbances</b> 48:7</p> <p><b>diversity</b> 67:1, 67:7, 81:23</p> <p><b>dog</b> 6:7</p> <p><b>dogs</b> 21:12, 21:13</p> <p><b>doh</b> 89:20</p> <p><b>doing</b> 11:22, 24:7, 35:3, 35:13, 48:12, 49:11, 58:19, 59:20, 62:13, 70:8, 75:22, 84:10, 86:9, 89:1, 91:8, 91:20, 101:3</p> <p><b>domes</b> 7:3</p> <p><b>donald</b> 9:2</p> <p><b>done</b> 21:15, 22:17, 26:2, 26:21, 44:5, 52:3, 52:9, 69:23, 75:22, 80:20, 87:17, 87:19, 95:24</p> <p><b>door</b> 27:9, 51:9</p> <p><b>dorval</b> 95:13</p> <p><b>down</b> 14:5, 26:13, 70:4, 71:18, 74:23, 76:20, 76:21, 77:9</p>
---	---	--	--

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p><b>downtown</b> 51:17 <b>dr</b> 3:4 <b>drag</b> 54:3 <b>dragging</b> 54:5, 54:6 <b>drawing</b> 68:24 <b>drive</b> 7:22 <b>driven</b> 42:17, 42:24, 45:5 <b>driving</b> 42:16 <b>duct</b> 68:5, 70:10 <b>during</b> 42:15, 42:17, 69:23, 82:11, 83:13 <b>dynamic</b> 42:19</p> <hr/> <p style="text-align: center;"><b>E</b></p> <hr/> <p><b>e-mailed</b> 16:3 <b>each</b> 10:24, 11:14, 14:13, 62:21, 76:16, 79:20 <b>eaddy</b> 4:20 <b>eager</b> 14:1 <b>eagerly</b> 13:23 <b>earlier</b> 14:3, 42:9, 64:20, 71:1, 84:7 <b>earned</b> 81:13 <b>easiest</b> 100:11 <b>easily</b> 13:3</p>	<p><b>easy</b> 22:1, 52:14, 69:13 <b>eating</b> 20:14 <b>eddie</b> 34:4 <b>education</b> 82:15 <b>educational</b> 82:24 <b>effectively</b> 45:8 <b>effort</b> 84:22 <b>efforts</b> 34:17, 36:23, 60:23 <b>eight</b> 33:5, 65:15, 65:17, 65:20 <b>either</b> 14:4, 100:18, 101:4 <b>elected</b> 24:4, 51:6, 92:5, 98:6, 98:24, 99:12, 99:24, 100:7 <b>electricity</b> 74:2 <b>elevate</b> 48:20 <b>elevated</b> 69:20 <b>elevating</b> 43:10 <b>elevator</b> 33:10, 71:7, 71:20, 72:8 <b>elevators</b> 59:14, 74:1 <b>eliminate</b> 59:15 <b>else</b> 24:14, 54:15, 78:16, 94:3, 94:13, 95:24,</p>	<p>97:2 <b>embarrassed</b> 25:11 <b>embed</b> 16:24 <b>embossed</b> 72:18 <b>embrace</b> 99:8 <b>emergency</b> 10:11, 14:11 <b>emphasized</b> 34:7 <b>employed</b> 104:10 <b>employee</b> 39:18, 39:19 <b>employee-facing</b> 77:4 <b>employees</b> 11:8, 39:14, 40:7, 41:8, 43:3, 43:4, 46:11, 47:18 <b>employers</b> 83:15, 83:20 <b>employment</b> 6:13 <b>empower</b> 11:11 <b>empowering</b> 12:4 <b>enclosure</b> 79:10 <b>encounter</b> 43:16 <b>encourage</b> 11:24, 22:14, 29:2, 35:7, 36:8, 53:19, 54:18, 83:5, 99:20 <b>encouraged</b> 33:6, 37:6 <b>encouragement</b> 37:12 <b>end</b> 42:1, 45:10,</p>	<p>55:19, 74:20, 85:9, 96:14 <b>endeavor</b> 46:20 <b>ends</b> 14:24, 56:1 <b>endured</b> 27:9 <b>enforcement</b> 34:11, 35:18, 59:18 <b>engage</b> 44:17, 44:23, 48:3, 84:20 <b>engaged</b> 17:8, 41:5, 60:3 <b>engagement</b> 18:6, 50:24 <b>engagements</b> 16:24 <b>engaging</b> 18:6, 46:2, 91:9 <b>englewood</b> 22:23 <b>enhancement</b> 36:16 <b>enjoyed</b> 51:12 <b>enough</b> 21:15, 21:16, 68:20, 96:7 <b>ensures</b> 35:9 <b>ensuring</b> 17:9, 35:21, 35:23 <b>enter</b> 40:14 <b>entering</b> 39:2 <b>entertain</b> 65:24 <b>entire</b> 56:21 <b>entities</b> 10:24</p>
--	---	---	--

Transcript of Chicago Transit Authority Board Meeting  
 Conducted on May 14, 2025

<p><b>entity</b> 87:14</p> <p><b>entrance</b> 71:17, 71:19, 72:1, 72:7, 76:7, 76:9, 76:20</p> <p><b>entrusting</b> 29:5</p> <p><b>environment</b> 44:20, 45:17, 49:5, 49:15, 49:22, 49:23, 50:17, 91:9, 96:21</p> <p><b>environmental</b> 50:9, 50:20, 59:15</p> <p><b>equip</b> 40:8</p> <p><b>equipment</b> 67:18, 67:21, 68:1, 68:16, 69:24, 79:17</p> <p><b>equipped</b> 40:1</p> <p><b>equitable</b> 8:1, 100:5</p> <p><b>equity</b> 8:4, 16:11, 16:12, 16:15, 16:24, 17:10, 17:14, 18:17</p> <p><b>equivalent</b> 92:11</p> <p><b>especially</b> 20:24, 53:19, 61:24, 92:9</p> <p><b>essential</b> 8:4</p> <p><b>esteem</b> 52:22</p> <p><b>et</b> 11:23, 20:15, 89:7, 89:21</p> <p><b>etod</b> 89:4</p> <p><b>evaluated</b> 56:9</p>	<p><b>evans</b> 23:22</p> <p><b>even</b> 27:15, 28:8, 40:4, 54:22, 54:23, 87:12, 90:23, 92:10, 92:14, 98:19, 100:19</p> <p><b>evening</b> 55:15</p> <p><b>evenings</b> 57:8</p> <p><b>event</b> 82:1, 82:11, 83:13, 85:1</p> <p><b>events</b> 40:9, 81:20, 84:19, 85:6, 86:22</p> <p><b>ever</b> 24:16, 53:10, 77:15, 80:4</p> <p><b>ever-famous</b> 7:1</p> <p><b>every</b> 7:5, 10:9, 23:18, 24:5, 27:21, 39:19, 45:12, 46:1, 89:10, 90:12, 90:14, 90:16, 91:17, 93:15</p> <p><b>everybody</b> 5:9, 27:1, 28:18, 87:20, 94:20, 96:8</p> <p><b>everyone</b> 40:10, 93:10, 94:3, 94:7, 94:9, 94:12</p> <p><b>everything</b> 15:5, 24:5, 95:23, 97:2</p> <p><b>everywhere</b> 52:16</p> <p><b>evolved</b> 40:5</p>	<p><b>evolving</b> 43:9</p> <p><b>example</b> 10:23, 32:22, 41:17, 44:13, 55:20, 56:18, 56:20</p> <p><b>examples</b> 56:24</p> <p><b>excellent</b> 26:15, 36:11</p> <p><b>excited</b> 46:18, 47:5, 50:1, 61:23, 74:17</p> <p><b>exciting</b> 50:4, 77:8, 78:3</p> <p><b>exclusively</b> 89:2</p> <p><b>execute</b> 61:10, 71:12</p> <p><b>executed</b> 15:5</p> <p><b>executing</b> 61:13</p> <p><b>executive</b> 16:13, 17:15, 18:4, 64:3, 64:4</p> <p><b>exercise</b> 98:4</p> <p><b>exhibitors</b> 82:11, 83:13, 87:17</p> <p><b>exist</b> 39:23</p> <p><b>existing</b> 35:10</p> <p><b>expand</b> 47:6, 86:14</p> <p><b>expanding</b> 35:12, 55:16, 85:24</p> <p><b>expansion</b> 55:13, 72:6, 75:1</p> <p><b>expansive</b> 18:21, 76:15</p>	<p><b>expected</b> 11:8</p> <p><b>experience</b> 7:18, 15:2, 18:12, 25:24, 43:1, 43:8, 43:13, 43:16, 43:18, 45:20, 45:21, 48:20, 94:23</p> <p><b>experienced</b> 47:16, 95:5</p> <p><b>experiences</b> 43:5, 46:6, 57:24</p> <p><b>experiencing</b> 18:13, 51:10</p> <p><b>expires</b> 104:20</p> <p><b>explain</b> 90:24</p> <p><b>explaining</b> 41:20</p> <p><b>express</b> 97:23, 98:15, 100:8</p> <p><b>extension</b> 65:10, 86:21</p> <p><b>extensive</b> 34:17</p> <p><b>extensively</b> 22:10</p> <p><b>exteriors</b> 77:1</p> <p><b>extremely</b> 36:3</p> <p><b>eyes</b> 50:17</p> <hr/> <p style="text-align: center;"><b>F</b></p> <hr/> <p><b>face</b> 39:24</p> <p><b>faced</b> 40:7</p> <p><b>faces</b> 17:22</p> <p><b>facilitate</b> 70:13</p>
---	---	--	---

Transcript of Chicago Transit Authority Board Meeting  
 Conducted on May 14, 2025

<p><b>facilities</b>                  70:14, 77:1,                  77:4  <b>facility</b>                  67:18, 68:19,                  69:9, 69:13,                  71:19  <b>fact</b>                  61:18, 93:18,                  99:22  <b>fair</b>                  82:10, 83:12,                  83:21, 86:19,                  95:13, 98:22,                  99:20, 100:5  <b>fall</b>                  83:8  <b>fallen</b>                  14:6  <b>falls</b>                  7:19  <b>familiar</b>                  50:8, 55:22  <b>family</b>                  10:13  <b>far</b>                  44:6, 82:21,                  83:17  <b>fare</b>                  79:17  <b>farebox</b>                  56:14  <b>faster</b>                  91:3  <b>fatality</b>                  14:7  <b>façade</b>                  72:15, 75:9  <b>feature</b>                  11:16, 33:15,                  72:18  <b>features</b>                  6:23, 7:4,                  36:14, 70:9,                  73:10, 79:18,                  79:20, 90:15  <b>february</b>                  10:3</p>	<p><b>federal</b>                  18:15  <b>feedback</b>                  8:14, 34:2,                  45:20, 51:9,                  52:18, 87:2  <b>feel</b>                  49:1, 51:1,                  51:8, 57:9,                  57:12, 73:15,                  97:23  <b>feeling</b>                  45:17  <b>feet</b>                  5:23, 32:10,                  75:1, 75:3  <b>felt</b>                  94:15, 95:22  <b>fencing</b>                  76:12  <b>few</b>                  38:22, 39:1,                  40:4, 41:21,                  47:14, 67:24,                  69:18, 77:8,                  97:19  <b>field</b>                  27:15, 28:8,                  46:1, 88:10  <b>fighting</b>                  46:5  <b>filled</b>                  60:18  <b>final</b>                  15:1, 15:9,                  42:6, 101:22  <b>finalized</b>                  75:4  <b>finalizing</b>                  10:5, 71:7  <b>finally</b>                  36:9  <b>finance</b>                  64:17, 64:22,                  65:21  <b>financial</b>                  104:12  <b>find</b>                  27:4, 94:18</p>	<p><b>finding</b>                  50:14, 88:14  <b>fine</b>                  5:7, 91:20,                  98:10  <b>finer</b>                  79:19  <b>finish</b>                  13:21, 29:14  <b>finished</b>                  69:11, 70:5,                  70:6, 79:13  <b>finishes</b>                  79:9  <b>finishing</b>                  71:16  <b>firm</b>                  18:5  <b>firms</b>                  82:23, 83:9  <b>first</b>                  5:5, 24:24,                  35:3, 36:10,                  39:4, 46:14,                  52:12, 52:13,                  53:20, 77:15,                  78:21, 95:10,                  98:13  <b>firsthand</b>                  7:17  <b>fiscal</b>                  17:23  <b>five</b>                  18:20, 97:20  <b>five-track</b>                  77:16  <b>fix</b>                  53:14  <b>fixed</b>                  76:11  <b>flexibility</b>                  98:5  <b>flexible</b>                  96:7, 97:21  <b>fluid</b>                  56:22  <b>flyover</b>                  78:7</p>	<p><b>focus</b>                  7:13, 36:20,                  43:1, 43:7,                  43:19, 44:9,                  45:7, 45:18,                  53:20, 55:15,                  57:17, 61:19  <b>focused</b>                  42:18, 45:20,                  46:14, 46:17,                  47:13, 83:2,                  83:8  <b>focusing</b>                  62:23  <b>folks</b>                  24:11, 28:13,                  37:17, 52:21,                  53:9, 87:8  <b>follow</b>                  14:18, 38:24,                  93:23, 94:11,                  96:2, 97:6  <b>follow-up</b>                  21:7  <b>followed</b>                  94:4, 94:8  <b>following</b>                  17:20, 18:11,                  39:19  <b>follows</b>                  47:10  <b>food</b>                  65:1  <b>foot-walk</b>                  69:12  <b>footprint</b>                  76:14, 76:22,                  85:11, 87:11,                  87:18  <b>force</b>                  9:13, 9:18,                  9:22, 13:23,                  21:11, 27:9  <b>forces</b>                  21:15, 21:19  <b>forefathers</b>                  27:11  <b>foregoing</b>                  104:4, 104:5</p>
---	--	---	---

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p><b>foremost</b> 46:14</p> <p><b>form</b> 62:24</p> <p><b>former</b> 98:1, 98:4, 98:17</p> <p><b>formula</b> 41:1</p> <p><b>forth</b> 42:13, 58:11</p> <p><b>forums</b> 100:1</p> <p><b>forward</b> 14:23, 27:21, 36:24, 41:14, 41:24, 42:16, 50:2, 59:24, 60:1, 62:2, 67:16, 88:19</p> <p><b>fought</b> 27:11</p> <p><b>found</b> 94:1</p> <p><b>four</b> 10:7, 18:17, 42:13, 53:4, 53:5, 53:18, 62:22, 64:23, 65:10, 65:16, 65:19, 77:18</p> <p><b>fractional</b> 82:18</p> <p><b>framework</b> 74:24</p> <p><b>framing</b> 73:5</p> <p><b>freedom</b> 24:17, 98:15</p> <p><b>freely</b> 52:24</p> <p><b>frequency</b> 55:8, 55:21, 56:1, 56:6, 56:19, 56:21, 57:1</p> <p><b>frequent</b> 41:11, 46:16,</p>	<p>46:18, 47:6, 47:10, 55:13, 57:7</p> <p><b>frequently</b> 14:9</p> <p><b>fresh</b> 50:17</p> <p><b>friendly</b> 44:18</p> <p><b>friends</b> 6:16</p> <p><b>front</b> 38:21, 47:17, 58:1, 96:18</p> <p><b>frontline</b> 43:4</p> <p><b>fruit</b> 43:23</p> <p><b>fruitful</b> 62:16</p> <p><b>frustrated</b> 33:13</p> <p><b>fulfill</b> 75:6</p> <p><b>full</b> 37:13, 60:21, 61:4, 71:15, 75:7, 78:21</p> <p><b>fully</b> 6:18, 7:22, 61:17, 68:14, 68:17, 70:19, 77:20, 77:22, 80:5</p> <p><b>fun</b> 46:12</p> <p><b>function</b> 11:13</p> <p><b>functions</b> 33:14</p> <p><b>funded</b> 11:1</p> <p><b>funding</b> 18:15, 40:18, 40:20, 40:24, 41:3, 55:4, 56:3, 57:3, 96:22</p>	<p><b>funds</b> 56:12, 59:2</p> <p><b>further</b> 12:1, 36:24, 72:11, 76:20, 99:10, 101:17, 102:2</p> <p><b>furthest</b> 79:12</p> <p><b>future</b> 6:21, 7:10, 33:16, 96:23</p> <hr/> <p style="text-align: center;"><b>G</b></p> <hr/> <p><b>gambling</b> 20:14</p> <p><b>game</b> 27:23, 28:9, 101:5</p> <p><b>gantry</b> 70:3</p> <p><b>gate</b> 79:16</p> <p><b>gatherings</b> 85:12</p> <p><b>gave</b> 98:3</p> <p><b>gear</b> 71:15</p> <p><b>geds</b> 88:5</p> <p><b>general</b> 3:13, 6:15, 19:1</p> <p><b>generally</b> 23:14, 97:20</p> <p><b>gentleman</b> 95:21</p> <p><b>genuine</b> 37:11</p> <p><b>georgette</b> 3:12, 4:6, 4:24, 19:23, 64:11</p> <p><b>getting</b> 9:19, 20:15, 21:13, 37:13, 43:14, 75:8,</p>	<p>91:3</p> <p><b>give</b> 9:1, 15:11, 38:20, 42:8, 42:11, 42:15, 50:21, 96:12</p> <p><b>given</b> 8:24, 19:19, 23:6, 38:16, 40:20, 47:15, 55:4, 84:18, 96:16, 97:4, 104:6</p> <p><b>gives</b> 45:17, 57:2</p> <p><b>giving</b> 70:21</p> <p><b>glad</b> 37:7, 38:5, 78:23</p> <p><b>go</b> 5:17, 9:4, 24:1, 25:6, 31:14, 56:5, 57:4, 72:20, 76:17, 78:6, 79:3, 80:3, 80:7, 80:10, 86:22, 87:4, 99:18</p> <p><b>go-to</b> 25:9</p> <p><b>goal</b> 42:1, 57:22, 81:10</p> <p><b>goalpost</b> 27:12, 27:16, 27:22, 28:8</p> <p><b>goals</b> 47:1, 51:3, 81:15</p> <p><b>goes</b> 68:10, 69:12, 74:12, 78:17, 79:16, 79:17</p> <p><b>going</b> 9:1, 14:19, 15:7, 22:15,</p>
---	--	--	--

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p>24:6, 24:7, 25:13, 25:14, 27:21, 27:24, 28:15, 30:19, 39:9, 42:20, 47:6, 49:11, 51:18, 54:14, 59:6, 62:16, 68:20, 69:7, 70:2, 71:9, 72:10, 72:15, 72:23, 75:12, 76:14, 79:18, 87:4, 95:20, 98:7, 98:11, 99:19 <b>gonna</b> 56:5 <b>good</b> 4:2, 6:2, 6:4, 13:9, 15:13, 16:6, 16:7, 19:22, 19:23, 20:4, 20:20, 23:20, 31:16, 31:17, 49:2, 49:12, 60:10, 67:3, 76:10, 78:23, 80:24, 91:13, 99:5 <b>gotta</b> 27:21 <b>government</b> 25:1, 83:14 <b>governor's</b> 100:22, 101:12 <b>graduated</b> 82:23 <b>grant</b> 99:3 <b>granted</b> 11:12 <b>grants</b> 33:23 <b>gray</b> 73:10 <b>great</b> 11:21, 44:22,</p>	<p>45:3, 46:12, 49:14, 51:5, 57:16, 72:21, 74:22, 88:12, 90:20, 93:13 <b>greater</b> 22:22, 84:22 <b>green</b> 10:8, 14:4, 33:8, 50:2, 68:22, 68:24, 75:23 <b>greenlee</b> 3:12, 4:7, 4:9, 4:11, 4:13, 4:15, 4:17, 5:1, 5:8, 5:12, 5:15, 5:19, 5:21, 8:9, 8:19, 8:22, 8:23, 9:7, 15:24, 19:17, 20:1, 22:7, 22:20, 30:22, 31:16, 63:9, 63:15, 63:17, 63:19, 63:21, 63:23, 64:1, 64:13, 66:4, 66:10, 66:12, 66:14, 66:16, 66:18, 66:20, 101:24, 102:7, 102:13, 102:15, 102:17, 102:19, 102:21, 102:23 <b>groundbreaking</b> 33:8, 70:19, 72:3 <b>group</b> 9:23, 9:24, 14:21, 80:18, 86:2, 87:7 <b>groups</b> 51:17 <b>grow</b> 22:22 <b>growing</b> 19:4</p>	<p><b>guards</b> 45:6, 57:17 <b>guide</b> 6:7 <b>guy</b> 25:9 <b>guys</b> 31:19</p> <hr/> <p style="text-align: center;"><b>H</b></p> <hr/> <p><b>hack</b> 26:17 <b>hacks</b> 26:17 <b>haennicke</b> 8:20, 8:22, 9:9, 9:11, 9:12, 12:9, 12:12, 12:17, 12:19, 12:22, 13:3, 13:7, 13:15, 14:21, 15:6, 15:15 <b>halsted</b> 56:17, 76:24 <b>hand</b> 93:2, 93:3, 104:15 <b>happen</b> 19:11 <b>happened</b> 12:14, 21:2, 21:3, 95:10 <b>happening</b> 14:1, 92:22 <b>happy</b> 32:18 <b>hard</b> 28:9 <b>harlem</b> 69:15 <b>harm</b> 12:19, 13:9, 15:3 <b>harvey</b> 83:13 <b>hate</b> 26:17</p>	<p><b>haymarket</b> 11:23 <b>head</b> 71:16, 72:1 <b>heading</b> 40:16 <b>healey</b> 26:20 <b>health</b> 6:14, 10:5, 11:2, 11:3, 11:6, 11:7, 34:8, 34:12, 39:20, 89:22 <b>hear</b> 20:13, 31:20, 36:5, 38:5, 51:10, 51:11, 52:18, 86:5, 87:10, 88:11 <b>heard</b> 30:3, 50:23, 62:21, 88:23, 96:12 <b>hearing</b> 32:4 <b>hearings</b> 42:3 <b>heavy</b> 40:2 <b>held</b> 2:1, 13:14, 42:4 <b>hello</b> 31:23 <b>help</b> 11:11, 12:4, 22:4, 24:8, 33:22, 47:2, 53:14, 60:10, 68:22 <b>helpful</b> 13:17, 62:15, 63:1, 88:23, 89:1, 89:9 <b>helping</b> 14:10 <b>helps</b> 5:16</p>
--	---	--	---

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p><b>here</b> 4:8, 4:12, 4:14, 4:16, 4:18, 5:11, 5:12, 5:15, 7:6, 9:12, 9:13, 12:23, 15:5, 15:10, 19:18, 23:3, 23:18, 29:4, 41:16, 43:7, 43:9, 48:17, 52:15, 56:14, 67:8, 68:1, 68:11, 69:17, 70:1, 70:2, 70:5, 70:10, 71:15, 72:5, 72:14, 73:2, 73:9, 74:24, 75:10, 76:5, 76:9, 76:13, 76:19, 77:8, 77:13, 77:15, 78:1, 78:2, 78:13, 79:8, 79:11, 79:13, 79:15, 79:19, 80:8, 90:23, 91:19, 93:14, 94:8, 94:16, 95:18, 97:7, 99:13, 99:16, 99:18, 99:21, 99:23, 100:4, 100:8 <b>here's</b> 68:3, 69:11, 70:5, 76:23, 76:24, 78:19 <b>hereby</b> 104:4 <b>hereunto</b> 104:14 <b>heroin</b> 9:13, 13:22 <b>hesitant</b> 20:23, 20:24 <b>hey</b> 98:9</p>	<p><b>high</b> 52:22, 82:19, 82:20 <b>higher</b> 56:16 <b>highlight</b> 70:16, 86:17, 90:15 <b>highly</b> 43:21 <b>highway</b> 69:21, 69:22, 73:23, 74:7 <b>hire</b> 18:4 <b>hired</b> 47:17 <b>hires</b> 83:18, 83:21 <b>hiring</b> 41:22, 47:14, 48:2, 87:12 <b>historical</b> 74:2 <b>historically</b> 18:19 <b>history</b> 46:11 <b>hit</b> 29:18 <b>hold</b> 24:2, 24:13, 28:23 <b>holding</b> 80:13 <b>homeless</b> 34:17 <b>homelessness</b> 52:2 <b>homestretch</b> 54:16 <b>honest</b> 28:15 <b>hope</b> 15:17, 19:3, 54:16, 93:9 <b>hopefully</b> 57:2, 71:2</p>	<p><b>hoping</b> 13:20, 14:14 <b>horribly</b> 98:18 <b>host</b> 81:24 <b>hosted</b> 80:16, 81:19, 82:9 <b>hour</b> 56:10 <b>hours</b> 11:18, 21:22, 43:4, 80:13, 81:13, 99:16 <b>house</b> 71:16, 72:1 <b>housing</b> 25:24, 34:21, 35:5, 35:10, 65:8, 89:7, 89:19 <b>however</b> 6:20 <b>hud</b> 25:20 <b>huge</b> 56:11, 67:21, 69:15, 77:22, 78:3, 79:4 <b>human</b> 43:18 <b>humanity</b> 46:3 <b>hundred</b> 42:9, 42:21, 43:22, 44:7, 47:19, 49:24, 52:9, 52:13 <b>hurt</b> 39:3 <b>hygiene</b> 12:22</p> <hr/> <p style="text-align: center;"><b>I</b></p> <hr/> <p><b>idea</b> 90:21 <b>ideas</b> 53:13</p>	<p><b>identified</b> 58:24 <b>idot</b> 74:9 <b>illinois</b> 1:8, 2:6, 2:24, 19:1, 74:11 <b>imbalance</b> 41:1, 41:3 <b>impact</b> 39:14, 41:2, 43:12, 44:3, 48:1, 48:6, 76:16 <b>impacted</b> 32:6 <b>impacting</b> 90:24 <b>impaired</b> 36:2 <b>impairments</b> 32:9 <b>implemented</b> 94:6 <b>important</b> 22:3, 24:13, 38:1, 53:19, 53:23, 55:9, 61:12, 62:2, 68:15, 78:11, 101:10 <b>improve</b> 50:10, 57:13 <b>improvement</b> 37:17, 48:20 <b>improvements</b> 33:12, 37:12, 56:9, 57:4, 57:7, 77:5 <b>improving</b> 35:8, 35:21, 36:12, 91:3 <b>in-process</b> 70:2 <b>inaccessible</b> 7:20 <b>incident</b> 39:19, 44:24,</p>
--	--	---	---

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p>48:13  <b>incidents</b>  39:1, 39:5,  39:12, 40:11,  50:12  <b>include</b>  6:24, 7:13,  7:15  <b>included</b>  10:20, 36:12,  82:4, 82:12  <b>including</b>  40:13, 54:10,  82:14, 82:17,  83:14  <b>inclusion</b>  6:21  <b>inclusive</b>  7:8  <b>inconveniences</b>  7:21  <b>incorporated</b>  33:16  <b>incorporating</b>  36:14, 58:13  <b>increase</b>  55:7  <b>increases</b>  47:8  <b>incredible</b>  47:2, 47:17  <b>incredibly</b>  49:19  <b>independence</b>  6:14  <b>independent</b>  28:5  <b>indicate</b>  14:22  <b>individually</b>  97:6  <b>individuals</b>  39:8, 81:12,  94:22  <b>industry</b>  18:9  <b>influences</b>  50:11</p>	<p><b>inform</b>  43:6, 81:20  <b>information</b>  11:16, 34:16,  36:13, 44:18,  48:18, 82:2,  82:7, 83:16,  88:15, 90:19  <b>informed</b>  32:19, 44:10,  57:23, 58:10,  59:20  <b>infrastructure</b>  33:2, 37:11,  66:23, 67:4,  89:2, 89:12,  90:7  <b>inherently</b>  35:1  <b>initiative</b>  35:20, 59:13,  86:18, 86:20,  88:13  <b>initiatives</b>  36:19, 38:22,  42:21, 45:4,  58:24, 59:5,  60:1, 67:13  <b>input</b>  51:8, 51:15,  59:1  <b>inroads</b>  47:17  <b>ins</b>  93:14  <b>inspirational</b>  83:5  <b>inspire</b>  49:5, 50:15  <b>inspired</b>  42:22  <b>inspires</b>  49:2  <b>install</b>  10:1, 10:6  <b>installed</b>  9:16, 67:21,  70:12, 73:5,</p>	<p>73:12, 75:4,  77:14  <b>installing</b>  71:19, 73:9,  75:10  <b>instance</b>  37:16  <b>instead</b>  32:10  <b>institute</b>  57:4  <b>insular</b>  77:6  <b>insult</b>  93:12  <b>intentional</b>  43:21  <b>inter-pedestrian</b>  80:5  <b>interaction</b>  45:24, 78:5  <b>interagency</b>  10:6  <b>interest</b>  89:15, 104:12  <b>interested</b>  88:3  <b>interestingly</b>  68:19  <b>intergovernmental</b>  65:7  <b>interim</b>  33:19  <b>interior</b>  73:1, 76:23,  77:3  <b>internally</b>  15:4, 45:6,  48:15  <b>interruptions</b>  7:21, 10:11  <b>intersection</b>  38:3, 80:6  <b>intervention</b>  34:10, 34:14  <b>invest</b>  83:6, 83:24,  93:15</p>	<p><b>investigate</b>  32:16  <b>investment</b>  67:13, 89:14  <b>investments</b>  17:2, 17:9  <b>invite</b>  84:10, 99:13,  100:6  <b>invited</b>  88:3  <b>involved</b>  19:9, 39:9  <b>involves</b>  60:4  <b>irvine</b>  98:1  <b>irving</b>  71:8  <b>issue</b>  22:16, 32:16,  33:22, 34:8,  35:4, 39:21,  46:8, 46:18  <b>issues</b>  8:13, 13:8,  32:24  <b>item</b>  23:6, 31:11,  38:14, 64:2,  64:10, 73:22  <b>items</b>  12:22, 13:7  <b>iterations</b>  33:16  <b>itself</b>  67:23, 69:13,  71:24</p> <hr/> <p style="text-align: center;"><b>J</b></p> <hr/> <p><b>jackson</b>  25:21, 27:14  <b>jakes</b>  3:4, 4:15,  4:16, 6:4, 9:5,  9:10, 12:7,  12:10, 12:13,  12:18, 12:21,</p>
---	---	--	--

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p>13:2, 13:6, 13:13, 14:16, 15:13, 15:19, 15:21, 16:7, 19:15, 22:6, 23:8, 23:20, 31:3, 63:21, 64:18, 64:19, 65:23, 66:10, 66:11, 91:15, 98:8, 101:19, 102:13, 102:14 <b>jamie</b> 26:19 <b>january</b> 32:3, 34:21 <b>jesse</b> 27:14 <b>jha</b> 3:7, 4:7, 4:8, 61:22, 63:13, 63:14, 66:18, 66:19, 84:6, 84:15, 85:23, 86:14, 88:21, 90:9, 95:8, 97:16, 102:21, 102:22 <b>job</b> 1:22, 11:9, 22:1, 26:2, 26:15, 26:21, 78:16, 82:21, 83:16, 83:18, 88:7, 91:20, 92:17, 93:13 <b>jobs</b> 86:23, 86:24, 87:3, 87:5, 99:18 <b>john</b> 22:22, 24:18, 25:10, 25:13, 25:17, 25:23, 26:6, 26:11, 26:14, 27:2, 35:16 <b>john's</b> 27:8</p>	<p><b>johnson</b> 4:19, 18:4, 66:24, 67:6, 80:23, 84:4, 84:24 <b>joined</b> 9:22, 67:5 <b>joining</b> 17:23 <b>jones</b> 22:22 <b>journey</b> 43:11 <b>julia</b> 16:1, 16:8 <b>july</b> 36:22, 104:20 <b>junction</b> 77:12, 77:22, 78:21 <b>june</b> 71:20 <b>justice</b> 17:1</p> <hr/> <p style="text-align: center;"><b>K</b></p> <hr/> <p><b>k-9</b> 21:11, 45:11 <b>kedzie</b> 75:24, 76:1, 77:2 <b>keep</b> 5:3, 9:6, 10:18, 21:16, 26:11, 35:18, 42:7, 60:8, 60:9, 61:15, 79:15, 88:19 <b>keeps</b> 41:24 <b>kent</b> 3:13, 64:3, 92:23 <b>key</b> 36:12, 46:21, 51:13, 57:20, 59:21, 62:22, 78:4, 80:1</p>	<p><b>kicked</b> 21:13 <b>killed</b> 39:3 <b>kind</b> 40:1, 42:13, 49:20, 51:8, 52:8, 54:3, 60:3, 67:14, 68:3, 68:12, 69:15, 70:10, 71:21, 72:22, 74:19, 75:6, 75:9, 76:13, 76:21, 76:22, 80:6, 80:20, 84:21, 85:10, 85:18, 88:2, 88:17, 90:10, 91:7, 92:6, 92:16, 94:16, 95:4, 101:6 <b>kinds</b> 100:3 <b>kiosk</b> 73:3, 79:14 <b>knew</b> 25:22 <b>know</b> 7:18, 10:14, 11:9, 14:3, 14:13, 14:23, 20:12, 21:2, 22:1, 22:10, 24:13, 25:9, 25:12, 25:14, 26:20, 28:18, 31:1, 37:14, 37:15, 38:6, 38:9, 38:23, 39:13, 39:16, 41:10, 41:15, 44:2, 45:6, 45:8, 46:16, 47:16, 48:24, 51:20, 53:6, 53:10, 54:11, 54:15, 54:18,</p>	<p>55:6, 55:10, 56:5, 56:13, 57:15, 58:15, 59:1, 59:10, 59:20, 60:10, 60:14, 60:17, 62:3, 62:5, 84:1, 86:2, 87:15, 87:17, 88:5, 89:8, 89:16, 89:20, 90:3, 90:12, 90:21, 92:6, 92:16, 92:21, 92:23, 93:13, 93:15, 94:21, 95:11, 97:10, 98:6, 98:9, 98:10, 98:12, 99:4, 100:24, 101:6 <b>known</b> 13:24, 16:16, 25:17 <b>knows</b> 93:1 <b>kristine</b> 1:24, 2:22, 104:3</p> <hr/> <p style="text-align: center;"><b>L</b></p> <hr/> <p><b>labbe</b> 36:9 <b>labor</b> 47:15, 47:23, 81:13 <b>lack</b> 35:4 <b>laid</b> 53:17 <b>lake</b> 2:5, 70:20 <b>lakeview</b> 6:18 <b>lanes</b> 35:18, 35:24 <b>large</b> 44:1, 59:12</p>
---	---	--	--

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p><b>larger</b> 59:6, 85:12</p> <p><b>last</b> 19:19, 22:20, 32:2, 44:15, 45:23, 46:19, 47:14, 49:24, 50:6, 50:22, 53:20, 58:16, 59:2, 70:11, 70:19, 73:20, 75:1, 77:14, 77:15, 77:18, 79:18, 98:2</p> <p><b>lasting</b> 55:20</p> <p><b>lastly</b> 83:10</p> <p><b>late</b> 20:18, 21:19, 55:16, 71:20</p> <p><b>later</b> 67:20, 71:20, 77:10, 85:20</p> <p><b>launch</b> 9:15, 12:1</p> <p><b>launched</b> 10:21</p> <p><b>laura</b> 31:12, 31:17, 31:23</p> <p><b>law</b> 35:11</p> <p><b>lawrence</b> 79:8, 79:9</p> <p><b>lead</b> 93:24</p> <p><b>leader</b> 8:1, 13:21, 18:10, 19:6, 23:22, 45:24, 61:4</p> <p><b>leaders</b> 17:24</p> <p><b>leadership</b> 7:17, 9:15, 9:21, 12:1, 13:16, 13:19,</p>	<p>17:13, 17:22, 42:10, 42:14, 43:24, 51:6, 59:7, 61:16, 94:24</p> <p><b>leading</b> 60:23</p> <p><b>learn</b> 83:2</p> <p><b>learned</b> 10:4, 33:9, 33:23</p> <p><b>lease</b> 64:24, 65:4</p> <p><b>least</b> 23:9, 38:4, 89:10</p> <p><b>leave</b> 26:10, 99:17</p> <p><b>lee</b> 3:6, 4:17, 4:18, 37:5, 63:8, 63:10, 63:23, 63:24, 66:3, 66:5, 66:8, 66:9, 91:13, 101:17, 102:6, 102:8, 102:11, 102:12</p> <p><b>leerhsen</b> 3:11, 8:11, 14:20, 22:9, 38:17, 38:18, 55:5, 57:10, 57:15, 58:23, 60:11, 60:20, 63:2, 83:4, 86:12, 88:11, 90:20</p> <p><b>left</b> 68:5</p> <p><b>legacy</b> 39:23</p> <p><b>legislating</b> 58:13</p> <p><b>legislation</b> 53:17</p> <p><b>legislative</b> 18:24, 38:21,</p>	<p>40:12, 40:15</p> <p><b>legislators</b> 40:19, 41:2, 42:5, 48:5</p> <p><b>lens</b> 84:11</p> <p><b>leong</b> 19:20, 19:22, 19:23, 20:3, 20:4, 22:8, 22:18</p> <p><b>less</b> 47:20</p> <p><b>lester</b> 3:3</p> <p><b>let's</b> 5:17, 21:17, 27:3, 41:19, 62:10, 87:1, 95:12, 95:15</p> <p><b>letter</b> 16:2, 17:17, 17:19, 19:11</p> <p><b>letting</b> 24:12, 25:11</p> <p><b>level</b> 34:22, 35:14, 48:21, 55:12, 68:13, 70:4, 71:16</p> <p><b>leverage</b> 87:24</p> <p><b>leveraging</b> 10:24</p> <p><b>life</b> 7:23, 47:22, 92:19</p> <p><b>light</b> 72:11, 73:14</p> <p><b>lighting</b> 73:4, 79:24</p> <p><b>limit</b> 51:21</p> <p><b>limited</b> 85:12</p> <p><b>line</b> 6:15, 10:16, 12:14, 13:21,</p>	<p>14:4, 14:5, 21:1, 44:16, 45:11, 45:19, 45:22, 50:2, 65:9, 65:14, 68:21, 68:22, 68:23, 68:24, 69:1, 75:23, 75:24, 78:6, 86:21, 90:1, 98:14, 99:9</p> <p><b>line's</b> 33:8</p> <p><b>lines</b> 6:17, 6:19, 10:7, 11:19, 34:18, 73:24, 74:5</p> <p><b>linking</b> 11:16</p> <p><b>list</b> 7:3</p> <p><b>listen</b> 24:11, 28:24</p> <p><b>listening</b> 8:5, 12:5, 93:10</p> <p><b>listens</b> 46:9</p> <p><b>literally</b> 91:21</p> <p><b>little</b> 76:15, 76:18, 78:22, 85:21, 100:10</p> <p><b>live</b> 55:21</p> <p><b>lives</b> 101:8</p> <p><b>living</b> 6:17, 32:1, 47:22, 78:15</p> <p><b>loaded</b> 68:4</p> <p><b>loading</b> 35:23</p> <p><b>local</b> 11:17, 85:19</p>
---	--	--	---

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p><b>locally</b> 51:14</p> <p><b>located</b> 65:2, 65:5, 65:12</p> <p><b>logistical</b> 24:22</p> <p><b>long</b> 26:5</p> <p><b>long-time</b> 18:15</p> <p><b>longer</b> 20:19</p> <p><b>longevity</b> 68:15</p> <p><b>longtime</b> 26:9</p> <p><b>look</b> 36:24, 39:11, 47:24, 48:10, 48:14, 73:2, 77:9, 79:8, 89:15, 89:19, 89:22, 90:9</p> <p><b>looked</b> 78:1, 84:12, 94:6</p> <p><b>looking</b> 36:18, 49:3, 50:17, 53:21, 59:17, 59:18, 71:21, 84:16, 88:5</p> <p><b>looks</b> 39:6, 67:20, 72:19, 78:2</p> <p><b>looming</b> 17:23</p> <p><b>loomis</b> 74:22</p> <p><b>loop</b> 51:18</p> <p><b>lori</b> 26:20</p> <p><b>lose</b> 6:22, 24:1, 58:6</p> <p><b>lost</b> 53:4, 60:15</p>	<p><b>lot</b> 14:23, 26:7, 26:8, 28:4, 38:7, 43:2, 45:7, 45:24, 47:3, 50:23, 57:16, 58:3, 59:6, 60:4, 60:13, 62:19, 69:24, 72:9, 73:15, 75:2, 78:17, 86:9, 87:2, 87:24, 90:14, 95:14, 96:3, 99:17, 101:7</p> <p><b>lots</b> 69:19, 73:14</p> <p><b>loudspeakers</b> 49:18</p> <p><b>louis</b> 77:3</p> <p><b>love</b> 19:10, 49:3, 100:16</p> <p><b>loved</b> 49:20</p> <hr/> <p style="text-align: center;"><b>M</b></p> <hr/> <p><b>machine</b> 12:20, 13:9</p> <p><b>machines</b> 10:7, 11:1, 11:4, 11:14, 12:24, 15:3</p> <p><b>mad</b> 37:24</p> <p><b>madame</b> 14:16</p> <p><b>made</b> 23:3, 47:16, 83:21</p> <p><b>made-in</b> 74:23</p> <p><b>madison</b> 56:20</p> <p><b>magnitude</b> 55:12, 58:12</p>	<p><b>main</b> 71:18</p> <p><b>mainly</b> 16:18</p> <p><b>maintain</b> 11:4</p> <p><b>maintained</b> 35:24</p> <p><b>maintaining</b> 36:20</p> <p><b>major</b> 18:13, 46:7, 67:12</p> <p><b>make</b> 6:23, 12:23, 13:24, 15:4, 25:4, 27:4, 28:6, 28:7, 29:16, 29:22, 30:2, 30:9, 30:14, 38:4, 40:22, 41:5, 41:19, 42:6, 43:10, 43:17, 47:13, 48:17, 50:18, 55:9, 56:2, 62:16, 69:13, 78:24, 88:13, 88:16, 90:4, 90:23, 91:3, 93:17, 93:21, 94:17, 97:14, 98:9</p> <p><b>makes</b> 68:9, 73:14, 86:8, 88:18</p> <p><b>making</b> 13:11, 45:7, 46:3, 46:4, 46:24, 49:18, 58:10, 74:22, 84:19, 90:22, 94:24, 96:24, 97:10</p> <p><b>man</b> 26:1, 79:16</p> <p><b>manage</b> 40:8, 48:12</p>	<p><b>managed</b> 11:2</p> <p><b>management</b> 39:24, 48:10</p> <p><b>manager</b> 66:24</p> <p><b>managers</b> 39:20</p> <p><b>many</b> 6:16, 6:19, 16:13, 20:12, 24:16, 25:3, 40:13, 50:8, 51:2, 52:5, 53:8, 76:7, 84:10, 92:21, 97:17, 98:16, 101:2</p> <p><b>map</b> 55:23</p> <p><b>march</b> 9:24, 33:9, 36:11, 81:2, 81:3, 81:4, 81:12, 81:19, 81:23, 82:9</p> <p><b>marginalized</b> 16:18, 18:20</p> <p><b>marked</b> 42:9</p> <p><b>mason</b> 71:17, 72:1</p> <p><b>mass</b> 87:8</p> <p><b>massive</b> 78:9</p> <p><b>match</b> 80:7</p> <p><b>matter</b> 6:20, 91:17, 92:1, 96:6</p> <p><b>matters</b> 64:7, 64:10, 64:11, 64:14</p> <p><b>mawr</b> 79:8, 79:11, 80:10</p> <p><b>maybe</b> 21:18, 21:22,</p>
---	---	---	--

Transcript of Chicago Transit Authority Board Meeting  
 Conducted on May 14, 2025

<p>84:9, 84:19,                  90:12  <b>mayor</b>                  18:3, 25:11,                  25:14, 25:18,                  25:20, 25:21,                  26:6, 26:11,                  26:14, 29:4,                  93:2, 93:7,                  100:20  <b>mayor's</b>                  25:7, 25:9,                  51:24, 59:23,                  101:12  <b>mean</b>                  25:5, 38:1,                  40:21, 59:19,                  91:2, 95:14,                  95:22, 98:6,                  98:18  <b>meaning</b>                  89:7  <b>meaningful</b>                  37:17, 40:23,                  91:4  <b>means</b>                  7:3, 18:2,                  42:24, 55:11,                  57:1  <b>meant</b>                  43:9  <b>meet</b>                  35:10, 48:16,                  56:4, 57:24,                  80:14, 81:15  <b>meeting</b>                  1:7, 2:1, 4:4,                  9:17, 32:3,                  36:22, 52:15,                  52:16, 63:5,                  64:8, 91:16,                  102:4, 102:9,                  103:1  <b>meetings</b>                  23:14, 36:8,                  37:13, 42:3,                  80:15, 94:2  <b>member</b>                  9:18, 23:19,</p>	<p>52:18, 98:4  <b>members</b>                  9:3, 9:21,                  16:4, 16:14,                  22:24, 27:19,                  33:13, 33:14,                  35:22, 36:6,                  91:20  <b>membership</b>                  13:22  <b>mental</b>                  39:20  <b>mention</b>                  50:7, 50:22  <b>mentioned</b>                  20:12, 60:15,                  69:18, 89:5  <b>message</b>                  12:3, 40:6,                  40:17  <b>met</b>                  32:2, 36:11,                  64:20  <b>metal</b>                  68:10  <b>methods</b>                  34:14  <b>metrics</b>                  48:14, 48:16  <b>metropolitan</b>                  18:13  <b>michael</b>                  4:20  <b>michele</b>                  3:6  <b>micro-market</b>                  85:14  <b>microphone</b>                  5:23  <b>middle</b>                  27:23, 28:9  <b>midway</b>                  56:10  <b>miles</b>                  69:20  <b>milestone</b>                  67:19, 77:23,                  78:3, 79:2</p>	<p><b>milestones</b>                  77:11, 79:4  <b>military</b>                  24:17, 24:19,                  24:23  <b>million</b>                  55:1, 81:5,                  81:8, 81:13,                  81:14  <b>milwaukee</b>                  65:12  <b>mind</b>                  14:17, 40:14,                  42:1  <b>mindful</b>                  62:11  <b>minds</b>                  39:14  <b>minor</b>                  79:4  <b>minutes</b>                  5:4, 20:2,                  32:4, 63:4,                  63:11, 64:22,                  100:4  <b>mission</b>                  16:24, 44:13,                  46:15, 61:12  <b>missions</b>                  34:6, 44:1,                  44:8, 44:15,                  44:16, 45:2,                  45:11, 45:19,                  62:1  <b>mitigate</b>                  33:22  <b>mix</b>                  86:15  <b>mmhmm</b>                  57:10  <b>mobility</b>                  17:1, 32:9,                  36:1  <b>modeling</b>                  69:9  <b>modern</b>                  73:16  <b>modernizations</b>                  78:8</p>	<p><b>molly</b>                  8:13  <b>moment</b>                  69:15, 74:18,                  79:1, 96:19  <b>moments</b>                  38:23  <b>money</b>                  45:8, 99:17,                  101:8  <b>monitor</b>                  36:19  <b>monitoring</b>                  46:20, 46:24  <b>month</b>                  15:12, 46:19,                  60:16, 70:19,                  73:20, 77:15,                  89:10, 90:13,                  90:14, 90:16,                  91:17, 93:16  <b>monthly</b>                  20:8, 67:9,                  75:15  <b>months</b>                  40:4, 67:24,                  70:12, 71:3,                  71:12, 77:8,                  77:18, 81:3  <b>montrose</b>                  32:8, 71:5  <b>monumental</b>                  78:13  <b>mooney</b>                  22:11, 66:23,                  67:3, 67:4,                  67:8, 84:4,                  84:13, 85:5,                  86:11, 86:17,                  90:8, 91:14  <b>mooney's</b>                  33:1  <b>moore</b>                  23:10, 23:12,                  23:21, 29:11,                  29:17, 29:22,                  30:1, 31:8  <b>more</b>                  15:8, 23:4,</p>
---	---	--	--

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p>24:3, 32:20, 37:7, 44:24, 47:19, 47:24, 48:3, 48:11, 49:8, 49:22, 50:12, 51:11, 54:7, 54:12, 55:7, 55:9, 55:10, 56:6, 56:16, 56:18, 56:22, 57:7, 57:23, 60:3, 62:7, 71:13, 74:1, 76:15, 78:10, 78:15, 81:5, 81:8, 84:19, 84:20, 85:12, 85:21, 85:23, 85:24, 86:15, 87:9, 89:3, 89:6, 101:10 <b>morgan</b> 74:24, 75:2, 75:7 <b>morning</b> 4:2, 6:3, 6:4, 14:5, 16:6, 16:7, 19:22, 19:23, 20:4, 23:4, 31:16, 64:21, 67:3, 78:20, 80:24, 95:3 <b>morton</b> 20:6 <b>most</b> 8:6, 17:12, 38:1, 54:10, 67:10, 83:16, 87:15 <b>motion</b> 63:6, 64:1, 65:24, 66:20, 80:2, 102:3, 102:24 <b>move</b> 6:9, 11:9,</p>	<p>27:12, 27:16, 31:6, 40:12, 41:14, 41:24, 51:3, 52:4, 59:7, 59:8, 59:24, 62:1, 70:22, 72:13, 75:17, 88:18, 89:13, 90:5 <b>moved</b> 63:7, 63:9, 66:2, 66:4, 70:18, 75:21, 102:5, 102:7 <b>movement</b> 90:14 <b>moves</b> 70:4 <b>moving</b> 14:23, 42:8, 50:2, 59:24, 60:1, 64:7, 67:16, 68:17, 69:14, 70:15, 71:14, 72:10, 74:23, 76:21, 77:7 <b>much</b> 13:9, 15:15, 19:24, 23:13, 23:17, 30:7, 38:12, 43:6, 47:14, 49:4, 56:6, 58:18, 90:1, 94:6 <b>mull</b> 37:23 <b>multiple</b> 14:12, 17:4, 34:23, 46:2 <b>muscle</b> 88:15 <b>must</b> 18:23 <b>myself</b> 14:7</p> <hr/> <p style="text-align: center;"><b>N</b></p> <hr/> <p><b>name</b> 6:5, 9:11,</p>	<p>16:8, 20:4, 23:22, 29:19, 31:23, 80:9, 80:11 <b>names</b> 29:12, 53:10, 92:10 <b>narcan</b> 8:24, 9:20, 9:22, 10:1, 10:17, 11:9, 11:15, 12:18, 12:23, 12:24, 13:1, 13:5, 13:11, 14:2, 15:18 <b>national</b> 94:18, 96:9, 101:9 <b>nationwide</b> 18:5, 18:9, 19:6 <b>natural</b> 73:14 <b>nature</b> 93:21 <b>navigate</b> 6:7 <b>navigating</b> 7:18, 18:14 <b>nd</b> 56:19 <b>near</b> 10:10, 80:3, 89:19 <b>necessarily</b> 97:19, 99:7 <b>necessary</b> 18:1, 20:9, 58:19 <b>necessity</b> 6:11 <b>need</b> 35:14, 38:10, 39:24, 40:1, 40:17, 43:1, 43:7, 46:13, 46:17, 48:3,</p>	<p>48:4, 48:8, 48:10, 55:1, 57:6, 87:3, 93:6, 94:11, 96:2, 96:7, 96:10, 96:12, 97:4 <b>needed</b> 26:1, 34:24, 58:19 <b>needs</b> 7:12, 7:15, 19:4, 20:18, 21:23, 61:10, 94:3, 94:4, 96:21 <b>neema</b> 3:7 <b>negatively</b> 32:5 <b>negotiations</b> 71:8 <b>neighbor</b> 76:10 <b>neighborhood</b> 16:9, 76:16 <b>neither</b> 104:10 <b>net</b> 88:3 <b>network</b> 16:11, 16:13, 16:15, 46:19, 47:7, 47:11, 55:13, 55:22, 56:8, 56:23, 57:14, 88:1 <b>never</b> 23:23 <b>new</b> 7:8, 33:13, 36:10, 44:1, 48:14, 58:22, 73:13, 73:24, 74:5, 77:24, 81:7, 88:12, 101:22, 101:24 <b>news</b> 21:2, 49:12</p>
--	---	--	--

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p><b>next</b> 4:22, 8:19, 15:12, 15:24, 18:2, 19:6, 23:5, 27:18, 30:4, 31:11, 33:1, 36:21, 38:14, 48:21, 54:16, 63:3, 64:2, 64:15, 66:21, 69:14, 79:16, 79:17, 84:24, 101:13</p> <p><b>night</b> 20:18, 21:1, 21:20, 55:16</p> <p><b>nine</b> 97:20</p> <p><b>nine-part</b> 83:1</p> <p><b>nobody</b> 27:3</p> <p><b>nodding</b> 14:9</p> <p><b>non-law</b> 59:18</p> <p><b>nora</b> 3:11, 15:16, 38:16, 52:10, 53:1, 54:22, 60:12, 90:2</p> <p><b>normally</b> 67:10</p> <p><b>normative</b> 7:3</p> <p><b>north</b> 55:24, 65:12, 75:19, 85:2</p> <p><b>northwestern</b> 80:17</p> <p><b>notarial</b> 104:15</p> <p><b>notary</b> 2:23, 104:1</p> <p><b>note</b> 4:19, 18:23, 32:18</p> <p><b>noted</b> 30:18</p>	<p><b>nothing</b> 92:16, 97:9</p> <p><b>notice</b> 70:22</p> <p><b>noticing</b> 23:18</p> <p><b>november</b> 9:17, 10:17</p> <p><b>nowhere</b> 101:5</p> <p><b>ntped</b> 70:21</p> <p><b>number</b> 32:13, 60:15, 65:3, 65:6, 65:10, 81:20</p> <p><b>numbers</b> 81:1</p> <hr/> <p style="text-align: center;"><b>O</b></p> <hr/> <p><b>oak</b> 71:10, 75:23</p> <p><b>observing</b> 98:7</p> <p><b>obstacles</b> 54:24</p> <p><b>occasions</b> 17:5, 25:3</p> <p><b>occur</b> 40:4, 74:18</p> <p><b>occurred</b> 39:7</p> <p><b>occurs</b> 39:15, 69:4</p> <p><b>offended</b> 95:21</p> <p><b>offer</b> 39:16</p> <p><b>offered</b> 39:18, 51:5</p> <p><b>office</b> 11:2, 11:6, 11:18, 25:7, 51:24, 59:23, 61:6, 61:19, 74:13, 80:13, 100:22, 101:12</p> <p><b>officer</b> 15:10, 22:13,</p>	<p>52:2, 66:23, 67:4, 104:3</p> <p><b>offices</b> 17:18</p> <p><b>official</b> 24:4, 92:5, 98:6, 99:1</p> <p><b>officials</b> 51:7, 99:12, 99:24, 100:7</p> <p><b>often</b> 41:10, 46:2, 69:18, 73:16, 77:4, 85:12</p> <p><b>oftentimes</b> 21:14</p> <p><b>oh</b> 5:16, 5:20, 13:2, 91:19, 92:7</p> <p><b>okay</b> 5:8, 6:2, 8:23, 9:8, 9:11, 15:13, 20:3, 28:7, 29:10, 30:11, 30:13, 30:16, 101:18</p> <p><b>olive</b> 83:12</p> <p><b>omnibus</b> 65:18, 66:1, 66:6</p> <p><b>on-record</b> 92:14, 93:22, 95:6</p> <p><b>on-the-spot</b> 83:18</p> <p><b>once</b> 23:24, 32:20</p> <p><b>one</b> 5:13, 7:14, 11:11, 12:4, 18:11, 24:14, 28:3, 53:20, 59:8, 64:23, 67:12, 67:19, 69:23, 72:16, 73:19, 74:15,</p>	<p>79:17, 79:19, 81:16, 84:21, 85:9, 86:18, 87:8, 87:16, 88:7, 88:22, 92:20, 93:2, 94:16, 96:8, 96:9, 97:23, 99:5, 100:18, 100:22</p> <p><b>ones</b> 9:8, 28:22, 54:10, 54:12</p> <p><b>ongoing</b> 35:4, 70:18</p> <p><b>online</b> 67:20, 68:18</p> <p><b>only</b> 11:15, 13:4, 56:5, 68:20, 90:4, 100:10</p> <p><b>open</b> 51:9, 54:2, 73:15, 74:21, 77:9</p> <p><b>opened</b> 27:9, 50:3, 77:21, 77:23</p> <p><b>opening</b> 75:18</p> <p><b>operating</b> 15:10, 22:13</p> <p><b>operationally</b> 48:11</p> <p><b>operations</b> 47:2, 77:16, 78:11, 78:12, 78:18</p> <p><b>operators</b> 39:24, 47:20, 47:21</p> <p><b>opinion</b> 93:11, 95:9, 96:1, 99:6</p> <p><b>opioid</b> 9:13, 9:19, 10:15, 13:22, 14:8</p>
--	--	--	--

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p><b>opportunities</b> 50:18, 51:5, 81:22, 85:9, 85:16, 87:10, 88:6, 88:9, 89:8</p> <p><b>opportunity</b> 8:8, 44:22, 49:15, 52:8, 72:20, 81:17, 84:9, 87:24, 97:23, 99:1, 99:4, 99:13</p> <p><b>opposition</b> 54:24</p> <p><b>options</b> 6:20</p> <p><b>order</b> 4:3, 4:22, 24:19, 40:6, 42:12, 63:3, 64:15, 66:21, 101:22</p> <p><b>ordinance</b> 64:24, 65:3, 65:6, 65:11</p> <p><b>ordinances</b> 64:23, 65:17, 65:19</p> <p><b>organization</b> 22:23, 28:11</p> <p><b>organizations</b> 16:17, 16:22, 17:7, 17:11, 17:16, 24:11, 28:16, 51:7, 54:9, 86:1</p> <p><b>organize</b> 42:13</p> <p><b>originally</b> 77:23</p> <p><b>ortiz</b> 3:5, 4:11, 4:12, 29:8, 29:15, 29:21, 30:11, 30:16, 30:18, 63:17, 63:18, 66:14, 66:15, 93:23,</p>	<p>102:17, 102:18</p> <p><b>other</b> 6:17, 13:5, 17:23, 20:10, 21:4, 21:9, 22:24, 23:1, 28:21, 34:8, 34:13, 37:21, 38:21, 61:21, 68:3, 70:9, 74:15, 77:6, 79:6, 84:11, 84:17, 84:20, 85:10, 86:5, 87:2, 89:11, 90:18, 91:12, 92:2, 93:3, 95:24, 97:24, 100:13, 101:16</p> <p><b>others</b> 38:10, 53:7, 91:20, 100:9</p> <p><b>otherwise</b> 16:16, 27:23, 97:12, 104:12</p> <p><b>ouch</b> 29:18</p> <p><b>out</b> 14:9, 14:21, 24:23, 28:23, 31:3, 39:8, 44:15, 46:1, 53:9, 53:17, 56:4, 56:6, 58:21, 59:9, 68:13, 70:4, 70:6, 71:2, 72:11, 72:12, 73:3, 73:7, 75:6, 77:16, 78:12, 78:20, 79:23, 80:4, 80:11, 80:18, 83:19, 86:20, 86:22, 87:5, 89:4, 94:1</p> <p><b>outage</b> 75:5</p>	<p><b>outcome</b> 62:14, 104:13</p> <p><b>outreach</b> 11:19, 11:20, 11:22, 34:17, 44:14, 49:11, 50:24, 81:2, 84:10, 84:22</p> <p><b>outs</b> 93:14</p> <p><b>outside</b> 44:24, 53:24, 67:14, 72:2</p> <p><b>over</b> 13:21, 21:23, 26:6, 26:11, 26:14, 26:18, 37:24, 38:2, 44:7, 46:9, 47:7, 47:18, 47:19, 52:9, 60:16, 60:24, 69:20, 70:11, 73:20, 74:15, 74:21, 77:17, 77:18, 80:21, 81:13, 81:16, 82:17, 83:16</p> <p><b>overall</b> 56:8, 67:14</p> <p><b>overdose</b> 9:19, 10:10, 10:15, 10:16, 14:8</p> <p><b>overdosed</b> 14:12</p> <p><b>overnight</b> 20:22, 22:14, 45:9, 45:11, 45:12, 56:8</p> <p><b>overnights</b> 21:17</p> <p><b>overprogram</b> 70:17</p> <p><b>overseeing</b> 25:1</p> <p><b>oversight</b> 61:3</p>	<p><b>own</b> 17:19, 45:24, 79:21</p> <p><b>owners</b> 83:6</p> <hr/> <p style="text-align: center;"><b>P</b></p> <hr/> <p><b>pa</b> 49:17, 49:21</p> <p><b>packages</b> 81:6</p> <p><b>packets</b> 8:24, 9:4</p> <p><b>page</b> 71:13</p> <p><b>pages</b> 1:23</p> <p><b>paid</b> 81:8</p> <p><b>painters</b> 81:24, 82:1</p> <p><b>panel's</b> 75:11</p> <p><b>paper</b> 92:15</p> <p><b>paramedics</b> 10:19, 14:12</p> <p><b>park</b> 19:20, 20:5, 25:1, 71:8, 71:10, 75:23, 87:14</p> <p><b>part</b> 53:23, 59:12, 62:23, 72:6, 76:8, 77:13, 78:4, 80:7, 86:2, 86:3, 86:6, 100:23</p> <p><b>participate</b> 16:22</p> <p><b>participating</b> 7:23</p> <p><b>particular</b> 32:11, 39:14, 41:14</p> <p><b>particularly</b> 18:19, 34:6,</p>
---	---	---	--

Transcript of Chicago Transit Authority Board Meeting  
 Conducted on May 14, 2025

<p>36:1, 38:20  <b>parties</b>                  104:11  <b>partner</b>                  51:20, 52:4,                  86:8, 89:7  <b>partnering</b>                  8:5, 90:2,                  101:11  <b>partners</b>                  11:20, 17:5,                  45:3, 45:14,                  49:13, 78:11,                  82:12, 84:11,                  85:19, 87:9,                  87:20  <b>partnership</b>                  86:15  <b>partnerships</b>                  34:19, 42:20,                  50:23, 51:23,                  53:23, 54:3,                  90:2  <b>parts</b>                  84:20  <b>pass</b>                  20:8, 27:20,                  30:6  <b>passed</b>                  10:15, 26:20  <b>passes</b>                  64:1, 66:20,                  102:24  <b>passionate</b>                  19:9  <b>passionately</b>                  49:1  <b>past</b>                  19:8, 39:1,                  40:4, 41:21,                  47:18, 52:9,                  53:4, 60:16,                  91:17  <b>pastor</b>                  23:17  <b>path</b>                  73:22, 88:9  <b>patricia</b>                  19:18</p>	<p><b>paul</b>                  22:22  <b>pause</b>                  52:7  <b>pavers</b>                  80:2, 80:6  <b>peak-power</b>                  68:24  <b>people</b>                  5:7, 6:12,                  7:16, 7:22, 8:5,                  9:1, 11:10,                  13:12, 14:2,                  14:9, 20:21,                  20:22, 26:21,                  27:8, 27:10,                  27:12, 28:5,                  28:6, 28:10,                  28:16, 28:17,                  28:24, 29:3,                  29:6, 29:18,                  29:22, 30:5,                  30:6, 30:20,                  32:6, 35:1,                  35:2, 35:20,                  36:1, 38:23,                  39:2, 41:20,                  42:17, 42:24,                  43:13, 43:14,                  43:15, 43:19,                  43:20, 45:17,                  45:23, 46:2,                  46:4, 46:16,                  49:3, 50:7,                  51:1, 51:10,                  51:11, 52:19,                  53:14, 53:20,                  55:9, 55:21,                  56:3, 57:2,                  57:9, 57:11,                  57:21, 57:24,                  58:10, 59:10,                  59:16, 60:16,                  78:10, 85:8,                  86:15, 88:5,                  88:9, 90:5,                  93:8, 93:12,                  95:11, 95:13,</p>	<p>95:24, 96:11,                  97:1, 97:12,                  97:21, 99:21  <b>people's</b>                  30:2, 39:13  <b>percent</b>                  79:11, 81:10  <b>perfectly</b>                  68:13  <b>performance</b>                  42:18, 46:13,                  47:12, 48:14,                  51:16, 68:15  <b>perhaps</b>                  49:21  <b>period</b>                  42:15, 42:17,                  51:1  <b>periods</b>                  34:11  <b>permanent</b>                  34:21, 73:4  <b>permissions</b>                  74:11  <b>permit</b>                  74:9  <b>permitting</b>                  26:5, 26:7  <b>perpetuating</b>                  56:22  <b>person</b>                  7:9, 10:12,                  28:2, 60:18,                  97:10, 97:18  <b>personal</b>                  45:24, 98:18  <b>personally</b>                  10:14, 99:7  <b>personnel</b>                  10:12, 59:19  <b>perspective</b>                  48:10  <b>phase</b>                  33:6, 70:23,                  71:11, 77:9,                  77:18, 78:12,                  81:7  <b>phillip</b>                  25:21</p>	<p><b>philosophy</b>                  42:16  <b>photo</b>                  68:4, 78:19  <b>photos</b>                  68:3, 72:16,                  75:15, 76:24,                  77:5, 90:18  <b>physical</b>                  16:5, 23:3  <b>physically</b>                  87:21  <b>picture</b>                  55:11, 57:2,                  68:12  <b>pillars</b>                  53:18  <b>pilot</b>                  9:15, 10:1,                  10:9, 10:20,                  10:21, 11:4,                  11:10, 12:1,                  13:24, 35:17,                  59:8  <b>piloted</b>                  33:11  <b>piloting</b>                  58:17  <b>pilots</b>                  58:20  <b>pink</b>                  10:8  <b>pizza</b>                  15:17, 65:4  <b>place</b>                  8:21, 18:24,                  23:7, 33:8,                  34:18, 41:24,                  42:22, 49:2,                  53:11, 68:2,                  73:5, 79:15,                  87:8  <b>placements</b>                  34:20  <b>places</b>                  42:19, 48:23,                  48:24, 50:5,                  50:6, 51:8,</p>
--	--	---	--

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p>59:17, 65:16, 91:7 <b>plan</b> 15:12, 25:15, 25:19, 62:6 <b>planning</b> 32:15, 36:5, 83:19 <b>platform</b> 10:18, 13:4, 13:12, 44:17, 71:16, 73:6, 73:7, 73:9, 79:9, 80:8 <b>platforms</b> 9:20, 10:2, 100:1 <b>playing</b> 27:15, 28:8 <b>pleasant</b> 69:8 <b>please</b> 4:6, 9:14, 11:24, 19:12, 21:4, 22:3, 84:1 <b>pleased</b> 91:24 <b>podcast</b> 46:8, 46:10 <b>podium</b> 5:18 <b>point</b> 56:3, 59:1, 67:19, 68:18, 75:7, 78:24, 88:8, 88:12 <b>pointed</b> 31:3 <b>points</b> 34:23 <b>pole</b> 72:11 <b>police</b> 43:22, 43:24, 44:4, 44:14, 44:15, 44:16, 44:23, 45:3, 58:7, 58:11,</p>	<p>58:18, 60:6 <b>policies</b> 27:18 <b>policy</b> 30:4, 32:1, 52:3 <b>political</b> 26:17 <b>polk</b> 65:1, 65:2 <b>poppe</b> 8:14 <b>population</b> 34:24, 35:13 <b>portfolio</b> 90:12 <b>position</b> 60:18, 72:11 <b>positive</b> 44:17, 48:19, 49:5, 49:15, 50:11, 50:12 <b>possible</b> 13:10, 101:2, 101:13 <b>potluck</b> 78:22 <b>pour</b> 69:16, 69:17, 69:23, 70:2, 70:7 <b>pouring</b> 75:6 <b>power</b> 16:20, 23:24, 24:2, 29:3, 37:24, 67:18, 68:7, 68:9, 68:20, 68:22, 69:1, 69:5, 73:24, 100:19 <b>powering</b> 82:16 <b>practice</b> 18:8, 18:16 <b>praise</b> 52:23 <b>pre-apprenticesh- ip</b> 82:10, 82:14</p>	<p><b>pre-cast</b> 72:18, 75:11 <b>pre-pandemic</b> 47:22 <b>precautions</b> 40:10 <b>precisely</b> 6:9 <b>preparation</b> 69:24 <b>preparing</b> 54:19 <b>prerogative</b> 97:18 <b>presence</b> 7:2, 21:19, 21:23 <b>present</b> 3:2, 3:10, 4:10, 59:2 <b>presentation</b> 33:2, 36:12, 82:4 <b>presenting</b> 89:18, 90:23 <b>presents</b> 45:16 <b>president</b> 3:11, 7:9, 8:3, 14:16, 18:2, 20:7, 24:6, 38:16, 60:22, 61:4, 83:4, 92:20, 92:21, 95:12, 98:17, 101:14 <b>president's</b> 38:15 <b>press</b> 100:3 <b>pressure</b> 56:15 <b>pretty</b> 74:8 <b>prevention</b> 50:8, 50:19, 59:14 <b>primary</b> 57:22</p>	<p><b>prime</b> 82:12 <b>principles</b> 17:10, 59:12 <b>prior</b> 78:1 <b>priorities</b> 36:12, 55:3 <b>prioritize</b> 35:8 <b>private</b> 10:24, 87:14 <b>privately</b> 100:15 <b>privilege</b> 6:18, 23:15 <b>proactive</b> 44:18, 54:7 <b>probably</b> 50:7, 78:15 <b>problem</b> 25:13, 34:13, 101:21 <b>problems</b> 27:24, 53:14 <b>proceed</b> 70:22 <b>proceeding</b> 104:4, 104:11 <b>process</b> 26:7, 60:19, 67:21, 67:23, 74:15, 79:22, 94:4, 96:3, 99:19, 100:14, 100:17, 101:2, 101:10 <b>processes</b> 16:23, 26:5, 94:5 <b>procurement</b> 71:11 <b>produce</b> 59:13 <b>product</b> 70:5 <b>productive</b> 54:13</p>
--	--	--	---

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p><b>professional</b> 100:17</p> <p><b>profile</b> 68:12</p> <p><b>profiles</b> 43:11, 43:12</p> <p><b>program</b> 9:15, 10:1, 33:3, 34:1, 39:18, 49:6, 65:13, 67:2, 67:14, 85:6, 86:6, 87:23, 90:10</p> <p><b>programs</b> 67:7, 81:23, 84:14</p> <p><b>progress</b> 33:7, 36:24, 69:17, 72:14, 72:16, 74:22</p> <p><b>progressing</b> 74:18</p> <p><b>project</b> 7:14, 14:24, 65:10, 67:12, 69:14, 69:16, 70:16, 73:22, 74:19, 74:23, 76:8, 77:8, 78:2, 78:5, 79:6, 80:7, 80:19</p> <p><b>projects</b> 17:8, 33:3, 67:10, 67:15, 69:19, 71:7, 71:14, 75:18, 79:3, 81:22, 83:3, 87:11</p> <p><b>property</b> 11:12, 65:9, 65:12, 74:9</p> <p><b>proposal</b> 10:2, 71:3</p> <p><b>propose</b> 13:17</p> <p><b>proposed</b> 10:1</p>	<p><b>proposition</b> 12:2</p> <p><b>protected</b> 35:24</p> <p><b>prototypical</b> 69:21, 69:22</p> <p><b>proud</b> 6:6, 49:7</p> <p><b>proven</b> 47:11</p> <p><b>provide</b> 11:15, 33:18, 40:20, 44:18, 56:12</p> <p><b>provided</b> 16:3, 34:22, 35:15, 35:16, 82:2, 82:7, 83:16</p> <p><b>provides</b> 94:24</p> <p><b>providing</b> 81:1, 83:4</p> <p><b>public</b> 2:24, 4:23, 5:2, 6:10, 7:10, 8:1, 8:19, 10:23, 11:6, 15:24, 18:8, 18:12, 18:22, 19:19, 22:21, 23:2, 25:2, 27:15, 28:7, 30:17, 30:19, 31:10, 32:4, 32:11, 34:8, 34:12, 39:5, 45:9, 62:2, 62:13, 90:24, 92:3, 92:12, 93:1, 93:18, 93:20, 95:16, 97:20, 99:14, 100:1, 104:1</p> <p><b>publicly</b> 39:9, 55:6, 100:16</p> <p><b>puede</b> 19:18</p>	<p><b>pulaski</b> 71:10, 75:21, 76:6, 76:8</p> <p><b>pulling</b> 78:18</p> <p><b>purchase</b> 65:11</p> <p><b>purlins</b> 73:10</p> <p><b>purpose</b> 11:10, 11:13, 12:23, 68:21</p> <p><b>pursuant</b> 2:22</p> <p><b>pursue</b> 83:7</p> <p><b>push</b> 13:21</p> <p><b>pushing</b> 48:13</p> <p><b>put</b> 27:17, 29:4, 29:23, 41:23, 42:13, 46:23, 58:11, 69:6, 74:6, 75:2, 85:22, 93:22</p> <p><b>puts</b> 81:9</p> <p><b>putting</b> 70:8, 71:22, 72:3, 77:20</p> <hr/> <p style="text-align: center;"><b>Q</b></p> <hr/> <p><b>qr</b> 11:16, 33:17</p> <p><b>qualifications</b> 18:1</p> <p><b>qualified</b> 18:4, 24:21, 26:3, 27:4, 27:10</p> <p><b>quality</b> 46:15</p> <p><b>quarterbacked</b> 27:2</p> <p><b>quarterly</b> 89:10</p>	<p><b>question</b> 12:8, 54:22, 55:6, 58:9, 84:6</p> <p><b>questions</b> 15:2, 37:3, 39:16, 44:20, 61:21, 84:2, 84:3</p> <p><b>quick</b> 12:7, 37:5, 62:7, 62:8, 62:17</p> <p><b>quickly</b> 52:4, 62:15, 79:7</p> <p><b>quite</b> 54:1</p> <p><b>quorum</b> 4:21</p> <hr/> <p style="text-align: center;"><b>R</b></p> <hr/> <p><b>racial</b> 16:24, 17:10, 17:14</p> <p><b>racine</b> 33:7, 72:13, 74:19</p> <p><b>rail</b> 9:1, 11:19, 47:21, 55:8</p> <p><b>railroads</b> 78:15</p> <p><b>raised</b> 35:22, 80:5</p> <p><b>raising</b> 41:15</p> <p><b>ramp</b> 72:7</p> <p><b>ramping</b> 61:18</p> <p><b>ran</b> 77:16</p> <p><b>rapid</b> 9:16</p> <p><b>ratio</b> 56:14</p> <p><b>raved</b> 27:1</p>
--	---	---	--

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p><b>ray</b> 3:13, 30:17, 64:3, 64:6</p> <p><b>rd</b> 77:2, 83:10</p> <p><b>reach</b> 83:19</p> <p><b>reached</b> 14:21</p> <p><b>reaching</b> 84:12</p> <p><b>react</b> 96:5</p> <p><b>reading</b> 104:9</p> <p><b>ready</b> 15:11, 57:3, 75:8</p> <p><b>real</b> 65:9, 65:11</p> <p><b>real-lived</b> 43:7</p> <p><b>real-time</b> 60:2</p> <p><b>realize</b> 62:15</p> <p><b>really</b> 12:24, 14:15, 22:18, 37:14, 51:12, 52:18, 52:22, 53:19, 54:16, 61:23, 68:14, 72:17, 72:19, 74:17, 79:24, 85:15, 86:19, 86:21, 88:2, 91:16, 95:2</p> <p><b>reason</b> 26:10, 92:13</p> <p><b>reassure</b> 39:4, 39:11, 40:3, 40:10, 61:17</p> <p><b>receipts</b> 26:22</p> <p><b>receive</b> 41:3</p>	<p><b>received</b> 33:3, 34:3, 34:16, 49:20</p> <p><b>receivership</b> 25:21</p> <p><b>receiving</b> 44:10, 75:9</p> <p><b>recent</b> 18:16, 75:5, 87:16</p> <p><b>recognition</b> 44:2</p> <p><b>recognize</b> 6:18, 39:4, 39:13, 39:21, 40:6, 40:9, 46:3, 53:12, 59:3, 91:5, 94:19</p> <p><b>recognizing</b> 38:23, 85:7, 92:5</p> <p><b>recommendation</b> 8:18</p> <p><b>recommended</b> 65:19, 71:4</p> <p><b>reconnecting</b> 54:8, 54:9</p> <p><b>record</b> 4:20, 18:17, 71:9, 91:17, 92:1, 93:18, 97:9, 103:3, 104:6</p> <p><b>recovery</b> 11:3, 11:18, 56:14</p> <p><b>rectifier</b> 68:8</p> <p><b>rectifiers</b> 68:6</p> <p><b>red</b> 10:8, 12:14, 21:1, 34:18, 45:11, 65:9, 86:21</p> <p><b>red-purple</b> 77:13</p>	<p><b>reduced</b> 104:8</p> <p><b>reduces</b> 56:1</p> <p><b>reduction</b> 12:20, 13:10, 15:3</p> <p><b>reductions</b> 88:6</p> <p><b>reestablished</b> 77:24</p> <p><b>referenced</b> 95:11</p> <p><b>references</b> 92:10</p> <p><b>referred</b> 92:12</p> <p><b>reflect</b> 18:1, 49:13</p> <p><b>reflective</b> 35:4</p> <p><b>reflects</b> 41:9</p> <p><b>reform</b> 41:5</p> <p><b>reforms</b> 41:6, 41:14, 41:23</p> <p><b>refresh</b> 49:6, 67:11, 75:16</p> <p><b>refreshes</b> 75:20</p> <p><b>refreshing</b> 89:17</p> <p><b>regard</b> 8:12, 22:17</p> <p><b>regarding</b> 22:11, 32:4, 34:6, 39:2, 41:5</p> <p><b>regards</b> 22:13, 41:1, 41:22, 50:8, 52:5</p> <p><b>regenerative</b> 69:4</p> <p><b>region</b> 18:13, 41:8,</p>	<p>55:2, 95:1</p> <p><b>regional</b> 41:17</p> <p><b>registered</b> 5:3</p> <p><b>regular</b> 62:8, 63:5, 99:15, 99:23</p> <p><b>regularly</b> 62:20, 80:13</p> <p><b>regulate</b> 95:18</p> <p><b>regulations</b> 94:5</p> <p><b>rehab</b> 71:7, 77:2</p> <p><b>related</b> 39:7, 59:11, 89:2, 104:10</p> <p><b>relationships</b> 17:6, 51:14</p> <p><b>relative</b> 100:21</p> <p><b>relevant</b> 40:11, 56:13, 90:19</p> <p><b>reliability</b> 35:21</p> <p><b>reliable</b> 18:21, 41:11, 46:16</p> <p><b>relied</b> 32:13</p> <p><b>relieved</b> 52:18</p> <p><b>relocate</b> 72:8</p> <p><b>relocated</b> 32:19, 37:16</p> <p><b>relocations</b> 72:5</p> <p><b>rely</b> 7:5, 7:24, 8:6, 22:1</p> <p><b>remain</b> 35:22</p> <p><b>remark</b> 29:16</p>
--	--	---	--

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p><b>remarks</b> 5:4, 53:2, 83:5, 99:8 <b>remember</b> 12:11, 12:15, 92:19, 95:15 <b>reminded</b> 23:23, 27:13 <b>reminder</b> 39:17 <b>removal</b> 32:5 <b>removed</b> 32:8 <b>renew</b> 49:6, 67:11, 69:21, 75:16 <b>reopened</b> 76:9 <b>repainting</b> 73:8 <b>report</b> 23:6, 31:12, 36:10, 37:9, 38:15, 62:24, 64:16, 64:22, 65:20, 66:22, 84:1, 89:11, 90:22 <b>reported</b> 1:24 <b>reporter</b> 2:23, 104:1 <b>reports</b> 21:3, 89:1, 92:15 <b>represent</b> 17:16, 28:22, 81:15 <b>representative</b> 32:17 <b>representatives</b> 40:21, 82:1, 86:1 <b>representing</b> 9:12, 14:22 <b>requested</b> 33:15, 104:9</p>	<p><b>requests</b> 79:23 <b>require</b> 74:1 <b>required</b> 10:6 <b>requirement</b> 56:15 <b>requirements</b> 58:14 <b>requires</b> 34:9 <b>requiring</b> 32:9 <b>research</b> 82:15 <b>reside</b> 83:17 <b>residence</b> 98:19 <b>resident</b> 32:7 <b>residents</b> 20:10, 23:16, 24:12, 25:22, 28:21, 32:9, 81:21, 100:3 <b>resolution</b> 27:20, 30:6 <b>resource</b> 42:5, 83:14 <b>resources</b> 11:1, 11:17, 43:20, 45:15, 46:23, 48:8, 52:2, 57:13, 57:19, 57:20, 57:21, 57:23, 58:2, 58:11, 60:2, 60:5 <b>respect</b> 39:8, 100:6 <b>respectful</b> 94:1, 94:12, 99:22 <b>response</b> 34:2, 59:21 <b>responsibility</b> 25:12, 42:23,</p>	<p>96:15, 96:23, 97:5 <b>responsible</b> 25:10, 28:23 <b>responsive</b> 33:20, 45:3 <b>result</b> 48:19, 83:21 <b>resulted</b> 34:20 <b>results</b> 62:4, 62:8 <b>resumes</b> 26:22 <b>ret-work</b> 73:17 <b>retail</b> 65:1, 65:4, 84:15, 89:16 <b>retrofits</b> 73:17 <b>reused</b> 69:6 <b>rev</b> 3:4 <b>reverend</b> 23:22, 27:14, 31:3 <b>review</b> 19:12, 40:11, 51:16, 64:24, 65:3, 65:6, 65:10, 74:14 <b>reviewed</b> 10:3, 64:22, 64:23, 65:15 <b>revised</b> 10:3, 13:18 <b>revisions</b> 13:17 <b>rhee</b> 26:19 <b>ride</b> 14:4, 20:7, 20:18, 20:19, 20:24, 22:2 <b>rider</b> 6:6, 43:1,</p>	<p>43:8, 43:12, 45:20 <b>rider-focused</b> 41:7 <b>riders</b> 7:4, 11:11, 12:4, 20:10, 41:11, 42:23, 43:2, 44:3, 44:17, 44:20, 44:22, 46:16, 49:24, 52:15, 53:21 <b>ridership</b> 12:4, 47:7, 47:10, 56:16 <b>rides</b> 20:17, 78:21 <b>rideshare</b> 36:2 <b>ridgeland</b> 71:10 <b>riding</b> 44:19 <b>right</b> 5:21, 6:2, 29:2, 30:1, 31:19, 31:22, 48:1, 53:21, 57:12, 71:21, 72:2, 79:12, 79:17, 86:23, 86:24, 87:9, 87:16, 88:4, 89:17, 91:1, 92:2, 93:11, 93:12, 96:12, 96:24, 99:9, 100:4 <b>right-of-way</b> 39:2, 80:11 <b>rights</b> 27:7, 96:16, 98:13 <b>roberson</b> 24:18, 25:10, 27:2, 27:6 <b>roberto</b> 3:8</p>
---	--	---	---

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p><b>robust</b> 6:10, 18:6, 34:5, 56:22, 87:23 <b>rock</b> 29:18 <b>rogers</b> 19:20, 20:5 <b>role</b> 61:3, 61:11, 61:16, 94:20, 94:22, 97:7, 100:21 <b>roll</b> 4:6, 63:12, 66:6, 102:10 <b>roof</b> 71:23, 71:24, 72:4 <b>room</b> 32:24, 99:2 <b>rooted</b> 42:19 <b>roquejo</b> 3:8, 4:9, 4:10, 31:21, 37:19, 38:5, 52:12, 57:5, 57:11, 58:15, 60:9, 60:15, 63:7, 63:10, 63:15, 63:16, 66:2, 66:5, 66:16, 66:17, 88:22, 91:11, 99:11, 102:5, 102:8, 102:19, 102:20 <b>rosa</b> 3:5 <b>roscoe</b> 77:11 <b>rosemont</b> 10:16 <b>rotation</b> 85:6 <b>route</b> 32:7, 55:18, 55:23, 56:7,</p>	<p>56:18, 56:21 <b>routes</b> 47:8, 55:14, 55:17, 56:17 <b>routine</b> 36:8 <b>routinely</b> 80:13, 80:15 <b>rpm</b> 33:11, 50:3, 77:7, 78:19, 81:1, 81:7 <b>rubber</b> 28:4 <b>rule</b> 30:20 <b>rules</b> 27:15, 27:23, 28:6, 28:7 <b>run</b> 52:8, 83:8 <b>running</b> 18:12, 25:16, 26:12 <b>rushing</b> 56:4</p> <hr/> <p style="text-align: center;"><b>S</b></p> <hr/> <p><b>safe</b> 21:16, 25:5, 41:12, 57:9, 57:12 <b>safety</b> 20:12, 22:4, 39:6, 44:14, 52:1, 57:13, 59:23, 60:14, 60:18, 60:21, 60:22, 61:4, 61:8, 61:13, 67:24 <b>said</b> 13:13, 23:23, 27:3, 27:14, 53:8, 87:19, 92:2, 93:7, 95:11, 95:14, 95:21, 96:17,</p>	<p>98:9, 104:7 <b>saltzman</b> 31:13, 31:14, 31:17, 31:19, 31:22, 31:23, 37:2, 37:4, 37:10, 37:23, 38:11, 38:13 <b>same</b> 32:24, 51:2, 86:10, 93:13, 93:14, 94:9, 94:10, 96:11 <b>sanitary</b> 74:5 <b>saturated</b> 45:16 <b>saviors</b> 28:17 <b>saw</b> 31:2, 59:12, 98:20 <b>say</b> 5:7, 15:16, 19:7, 21:17, 22:10, 24:20, 27:10, 29:11, 29:12, 29:18, 29:19, 43:2, 45:23, 51:23, 57:1, 78:10, 84:24, 85:5, 91:19, 92:2, 92:3, 92:13, 92:16, 95:19, 96:13, 98:11, 99:5, 100:13 <b>saying</b> 20:13, 28:12, 28:20, 28:22, 30:12, 30:13, 41:10, 88:23, 91:5, 93:6, 95:15 <b>says</b> 27:20, 93:7, 93:8 <b>scheduled</b> 36:22</p>	<p><b>school</b> 82:19, 82:20 <b>scopes</b> 76:18 <b>seal</b> 104:15 <b>seamlessly</b> 78:14 <b>search</b> 7:8, 7:15, 18:4, 18:5, 18:23, 19:6, 19:10, 26:2, 27:4, 27:17, 27:21, 93:6, 94:18, 96:9, 101:9 <b>season</b> 75:17 <b>seat</b> 5:19, 95:13, 97:13 <b>second</b> 5:13, 63:8, 66:3, 102:6 <b>secondary</b> 97:2 <b>seconded</b> 63:10, 66:5, 102:8 <b>secretary</b> 3:12 <b>sectors</b> 83:15 <b>secure</b> 45:17 <b>secured</b> 73:20 <b>securing</b> 18:14 <b>security</b> 21:11, 21:15, 21:19, 21:22, 22:11, 34:3, 45:10, 57:17, 58:2, 58:5, 58:18, 60:6, 60:13, 61:24,</p>
--	---	--	--

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p>87:14, 98:19  <b>see</b>          6:16, 13:2,          13:6, 14:1,          14:18, 19:10,          21:2, 21:13,          21:14, 23:20,          27:5, 28:19,          31:17, 38:3,          44:3, 44:5,          44:22, 45:5,          48:1, 55:11,          55:13, 55:15,          55:19, 55:24,          56:3, 56:10,          56:17, 56:23,          57:17, 59:10,          68:1, 68:5,          68:12, 69:9,          69:10, 69:17,          70:1, 70:2,          70:10, 71:3,          71:13, 71:15,          71:22, 72:15,          72:17, 72:21,          73:2, 73:4,          73:15, 74:17,          74:24, 75:14,          77:14, 79:8,          79:13, 80:8,          80:10, 85:21,          89:1, 90:16,          98:9, 98:20  <b>seeing</b>          68:20, 68:23,          69:3  <b>seekers</b>          82:21, 83:16,          83:24  <b>seeking</b>          85:8, 88:5  <b>seems</b>          44:21, 86:9  <b>seen</b>          43:23, 47:7,          49:9, 52:17,          72:9, 75:2,          98:16</p>	<p><b>segregation</b>          101:6  <b>select</b>          17:15, 100:21  <b>senators</b>          40:22  <b>send</b>          12:2  <b>sendy</b>          52:1  <b>senior</b>          9:21, 66:24  <b>seniors</b>          32:6, 32:13,          32:20, 32:21,          43:14  <b>sense</b>          38:4, 42:15,          58:21, 86:8,          88:18  <b>sensitive</b>          67:24, 96:6  <b>sent</b>          17:18, 25:21,          25:23, 26:6,          26:11, 26:14  <b>separate</b>          74:10  <b>sequence</b>          94:2  <b>series</b>          42:2, 74:4,          75:18, 77:18,          83:1  <b>serve</b>          34:24, 35:13,          49:14, 50:5  <b>served</b>          24:17, 24:18  <b>service</b>          7:20, 10:11,          14:11, 33:10,          34:19, 34:22,          35:15, 35:21,          38:24, 40:19,          41:12, 41:22,          43:13, 46:15,          46:17, 46:23,</p>	<p>47:10, 48:1,          48:12, 55:16,          55:17, 55:20,          55:24, 56:10,          56:12, 58:6,          77:17, 77:20,          91:1, 91:2,          94:19, 95:1  <b>services</b>          36:2, 40:18,          65:1, 74:4,          83:9, 87:13,          87:15, 88:4  <b>servicing</b>          56:16, 57:22  <b>session</b>          19:1, 40:15,          64:3, 64:5,          64:7, 83:8  <b>set</b>          26:6, 58:16,          68:2, 104:14  <b>setting</b>          15:3, 96:22  <b>seven</b>          33:4, 45:13,          79:3, 91:18  <b>several</b>          40:16, 58:24,          59:9, 82:14  <b>sewer</b>          25:13, 26:9  <b>shape</b>          7:10  <b>share</b>          51:2, 68:22,          100:20  <b>shared</b>          32:7, 36:9,          100:15  <b>sharing</b>          40:19, 86:3,          100:19  <b>sheila</b>          8:20, 9:12  <b>shelter</b>          34:20, 35:5,          35:9</p>	<p><b>shifting</b>          21:19  <b>shining</b>          10:22  <b>short</b>          7:19, 85:3  <b>shortages</b>          47:15  <b>shortly</b>          40:16, 72:24  <b>should</b>          8:1, 18:4,          21:18, 34:7,          47:15, 58:4,          94:10, 94:12,          95:4, 95:23,          98:22  <b>shoulder</b>          98:8  <b>show</b>          37:20, 77:4,          87:8  <b>showed</b>          54:6  <b>showing</b>          75:14  <b>shown</b>          70:11, 72:16,          75:9  <b>shows</b>          52:17  <b>shut</b>          14:5  <b>side</b>          7:14, 9:13,          13:22, 28:12,          52:3, 74:22,          75:19, 75:20,          79:6, 80:11,          81:11, 82:21,          83:17, 85:2,          86:16  <b>sides</b>          16:19, 17:9,          70:7  <b>sight</b>          58:6  <b>sign</b>          99:16</p>
---	---	---	---

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p><b>signage</b> 33:24, 80:9, 80:11 <b>signatories</b> 19:12 <b>signatory</b> 82:3 <b>signature-mig2k</b> 104:18 <b>signed</b> 97:19, 98:3 <b>significant</b> 10:22, 17:22, 32:13, 74:1, 77:11, 79:2 <b>significantly</b> 68:20 <b>signing</b> 104:9 <b>silence</b> 98:20 <b>siloed</b> 84:21 <b>silos</b> 88:17 <b>similar</b> 76:19, 90:9 <b>simply</b> 27:5 <b>simultaneous</b> 5:10, 6:1, 29:7, 29:24 <b>since</b> 16:19, 34:21, 69:22, 102:1 <b>sir</b> 12:12, 23:12 <b>sit</b> 68:13, 91:19 <b>situation</b> 35:8, 45:1, 95:3, 96:6 <b>six</b> 10:7, 11:1, 18:22, 32:8, 82:13 <b>size</b> 6:12</p>	<p><b>sky's</b> 51:21 <b>sleeping</b> 35:2 <b>slide</b> 90:13 <b>slightly</b> 95:9 <b>slow</b> 31:14, 48:6 <b>small</b> 78:19, 80:18, 81:20, 82:24, 83:2, 83:5, 85:1, 87:18, 89:6, 89:18, 90:4 <b>smart</b> 35:17, 44:19, 48:8 <b>smartly</b> 57:20 <b>smoking</b> 20:14, 34:6, 34:12, 44:6 <b>snake</b> 29:5 <b>snakes</b> 92:11 <b>social</b> 34:19 <b>solution</b> 33:19 <b>solutions</b> 33:21, 54:14 <b>some</b> 9:4, 13:8, 15:1, 15:2, 22:16, 23:2, 38:21, 40:2, 41:17, 48:15, 49:12, 51:13, 51:15, 52:8, 52:12, 54:1, 56:24, 62:5, 62:12, 67:13, 68:1, 68:24, 69:11, 70:11,</p>	<p>72:5, 76:5, 76:10, 76:11, 76:23, 77:10, 78:22, 78:24, 79:22, 80:8, 84:10, 84:18, 85:17, 85:19, 86:7, 89:10, 90:18, 90:22, 91:19, 96:16, 98:5, 99:15 <b>somebody</b> 14:17 <b>someone</b> 6:6, 10:10, 10:18, 14:6, 26:1, 61:2 <b>something</b> 5:18, 13:18, 23:23, 27:13, 39:13, 39:15, 41:15, 47:8, 48:3, 48:9, 48:24, 49:22, 57:2, 62:20, 90:11, 92:24, 93:1 <b>sometimes</b> 21:13, 38:4, 38:8, 40:7, 54:4, 96:6 <b>son</b> 10:14, 14:12 <b>sorry</b> 21:21, 29:9, 75:13 <b>sort</b> 62:12, 89:11 <b>sorts</b> 5:7 <b>soto</b> 52:1 <b>sotto</b> 8:21, 23:7 <b>sound</b> 60:3 <b>south</b> 16:18, 17:9,</p>	<p>55:24, 75:20, 82:10, 82:20, 82:21, 83:17 <b>southbound</b> 32:7 <b>sox</b> 76:24 <b>space</b> 49:11, 65:2, 65:5, 84:15, 87:21, 88:19, 96:12 <b>spaces</b> 50:11, 50:14, 59:15, 77:6, 84:8, 84:17, 85:4, 85:13, 85:17, 88:13, 89:5, 89:16 <b>span</b> 55:17, 55:23 <b>spanned</b> 56:6 <b>speak</b> 8:8, 8:13, 9:9, 15:8, 19:14, 22:15, 23:16, 31:4, 31:17, 39:9, 45:9, 94:3, 97:18, 97:22, 98:2, 98:5, 99:1, 99:4, 99:9, 99:14, 100:2, 100:7 <b>speaker</b> 5:5, 5:13, 8:19, 15:24, 30:15 <b>speakers</b> 5:3 <b>speaking</b> 16:12, 21:5, 24:15, 91:18 <b>special</b> 69:24, 96:19 <b>specific</b> 39:20, 40:22,</p>
---	--	--	--

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p>45:4, 57:18, 67:15, 79:23 <b>specifically</b> 13:11, 13:12, 22:15, 45:9, 84:13 <b>speech</b> 5:10, 6:1, 29:7, 29:24 <b>spend</b> 99:17 <b>spent</b> 57:16, 60:13 <b>spes</b> 83:24 <b>sphere</b> 59:6 <b>spirit</b> 26:19 <b>spoke</b> 15:6, 59:13 <b>spoken</b> 40:24, 41:1, 55:6, 98:11 <b>spring</b> 18:24, 82:9, 83:12 <b>springfield</b> 40:15, 47:9, 51:5, 52:15, 54:17, 58:4 <b>spruce-up</b> 76:21 <b>spruced</b> 76:11 <b>st</b> 33:9, 36:11, 77:3, 81:4, 81:12 <b>staff</b> 11:14, 25:8, 40:1 <b>stainless</b> 79:15 <b>stair</b> 72:22 <b>stairwell</b> 72:23, 79:10</p>	<p><b>stakeholder</b> 18:6, 59:1 <b>stall</b> 13:20 <b>stamps</b> 28:5 <b>stand</b> 24:21, 98:20 <b>standard</b> 18:8, 74:2 <b>standards</b> 35:10 <b>standing</b> 28:17, 90:10 <b>standpoint</b> 47:23 <b>stands</b> 41:23, 85:18 <b>start</b> 38:22, 53:1, 55:2, 58:20, 67:17, 70:7, 71:4, 71:19, 75:8, 75:14, 81:17 <b>started</b> 53:2, 61:7, 69:8, 73:8, 75:5 <b>starting</b> 58:20, 73:1, 80:9 <b>starts</b> 8:2, 62:7, 62:9, 74:15 <b>state</b> 2:24, 30:24, 70:20, 97:17 <b>station</b> 10:16, 10:20, 12:16, 45:12, 70:15, 72:1, 72:7, 72:14, 72:15, 73:2, 76:14, 76:20, 76:23, 79:18 <b>station's</b> 11:14 <b>stations</b> 7:20, 10:7,</p>	<p>33:4, 33:5, 33:7, 33:11, 49:4, 49:8, 50:3, 65:13, 73:16, 73:24, 74:2, 75:21, 76:17, 77:9, 79:13, 79:20, 79:21, 84:8, 89:6 <b>statistics</b> 43:10 <b>stay</b> 15:7 <b>stayed</b> 25:5 <b>steel</b> 75:1, 75:3, 79:10, 79:15 <b>stepped</b> 26:13 <b>steps</b> 15:9 <b>steward</b> 21:6 <b>still</b> 79:14, 98:12 <b>stock</b> 11:4 <b>stood</b> 24:19 <b>stop</b> 6:24, 32:5, 32:14, 32:19, 37:15, 96:4 <b>stop-by</b> 85:18 <b>stopping</b> 27:6 <b>stops</b> 7:1, 35:18, 35:22 <b>story</b> 48:2 <b>story's</b> 48:2 <b>straight</b> 28:18</p>	<p><b>strategic</b> 51:17 <b>strategizing</b> 62:10 <b>street</b> 2:5, 55:18, 56:7, 56:19, 65:2, 65:5, 72:6, 72:9, 72:12, 77:12, 80:5 <b>streets</b> 35:17, 38:7 <b>strengths</b> 10:24 <b>stressful</b> 45:1 <b>structure</b> 69:19, 69:20, 73:13 <b>struggle</b> 27:7 <b>students</b> 80:18, 82:17, 82:21 <b>stuff</b> 28:18, 89:11, 89:23 <b>stupid</b> 91:21, 92:13, 93:20 <b>subcommittee</b> 36:10 <b>subject</b> 9:19 <b>submitted</b> 22:22 <b>substation</b> 75:8, 91:2 <b>suburban</b> 82:10, 82:20 <b>succeeds</b> 7:19 <b>success</b> 26:24, 59:21 <b>successful</b> 26:24, 44:2, 46:20, 49:6,</p>
--	--	---	--

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p>54:23, 83:3  <b>successfully</b>  15:5, 73:20,  78:18  <b>suggest</b>  8:12  <b>suggested</b>  33:18  <b>summer</b>  49:12, 67:20,  71:20, 74:20,  77:10, 85:20  <b>super</b>  62:15, 62:24  <b>supervision</b>  47:3  <b>supplied</b>  22:24  <b>support</b>  11:17, 12:6,  17:17, 36:23,  54:15, 88:4,  96:10, 101:9,  101:10  <b>supported</b>  23:2  <b>supportive</b>  54:17  <b>supports</b>  35:20, 96:9  <b>sure</b>  12:9, 15:4,  24:16, 25:4,  27:4, 29:22,  30:2, 38:3,  41:6, 41:19,  43:10, 43:17,  45:7, 46:3,  46:4, 46:24,  47:13, 48:17,  50:18, 55:5,  58:10, 60:11,  60:20, 88:14,  88:16, 90:4,  93:21, 94:17,  94:24, 97:14  <b>surface</b>  70:6</p>	<p><b>surprise</b>  69:8  <b>sustain</b>  40:18  <b>swing</b>  74:21  <b>synergies</b>  86:7  <b>synergy</b>  88:20  <b>system</b>  6:10, 6:23,  7:12, 7:18,  7:24, 10:5,  11:21, 18:12,  18:22, 26:18,  36:15, 36:21,  38:24, 39:22,  39:23, 43:4,  43:16, 44:3,  44:23, 46:1,  48:6, 49:17,  49:21, 50:12,  50:16, 53:5,  53:9, 53:10,  55:7, 55:14,  69:6, 80:19,  100:11  <b>system's</b>  18:2</p> <hr/> <p style="text-align: center;"><b>T</b></p> <hr/> <p><b>table</b>  37:22, 38:10,  54:4, 94:13,  99:17  <b>tackle</b>  55:3  <b>take</b>  6:15, 18:24,  19:12, 40:2,  40:10, 48:21,  61:10, 63:12,  66:6, 67:23,  91:22, 94:20,  94:22, 98:21,  99:16, 102:10  <b>taken</b>  42:22, 47:3,</p>	<p>62:3, 95:2,  101:5, 101:7,  104:4, 104:7  <b>taking</b>  33:8, 34:18,  50:18  <b>talented</b>  94:21  <b>talk</b>  21:10, 28:10,  28:12, 38:2,  47:8, 48:21,  50:23, 53:12,  67:10, 79:3,  85:3, 86:22,  87:1, 90:16,  91:1, 91:6,  92:7, 92:24  <b>talked</b>  22:10, 28:12,  49:10, 53:7,  61:22  <b>talking</b>  51:19, 60:13,  80:19, 84:7,  87:22, 88:8,  90:22  <b>talks</b>  90:11  <b>tangible</b>  37:17, 91:4  <b>tangibly</b>  55:10  <b>tangle</b>  77:19  <b>tapped</b>  98:8  <b>targeted</b>  13:11, 34:10,  41:8, 44:9,  94:15  <b>targeting</b>  45:15, 74:19  <b>task</b>  9:13, 9:18,  9:22, 13:23  <b>team</b>  8:14, 14:17,</p>	<p>15:10, 39:6,  47:2, 48:13,  48:17, 50:10,  60:6, 78:18,  78:19, 79:1,  82:6  <b>teams</b>  59:21, 79:4  <b>technology</b>  16:9  <b>teele</b>  25:8, 25:10,  25:19  <b>tell</b>  14:7, 20:23,  28:6  <b>telling</b>  53:22  <b>ten</b>  16:16, 16:19,  17:3, 17:7,  17:11, 17:15,  17:16, 17:23,  19:8, 92:20,  97:21  <b>tenant</b>  46:7, 50:24  <b>tend</b>  85:11  <b>terms</b>  14:10, 49:1,  49:7, 49:10,  50:5, 59:4,  60:18, 62:13,  86:7, 88:13,  94:3  <b>terrible</b>  21:18  <b>territory</b>  77:16, 92:17  <b>terry</b>  25:8, 25:9,  25:18  <b>tested</b>  67:22  <b>testified</b>  9:18  <b>testimony</b>  9:20, 104:6,</p>
---	--	---	--

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p>104:7  <b>testing</b>                      58:20  <b>testy</b>                      92:18  <b>text-to-audio</b>                      33:15  <b>th</b>                      12:15, 12:20,                      15:4, 17:18,                      17:19, 32:2,                      36:22, 45:12,                      55:18, 56:7,                      64:21, 65:5,                      76:4, 76:19,                      76:24, 77:3,                      81:23, 82:9,                      104:15  <b>thank</b>                      5:22, 8:7, 8:9,                      8:10, 8:16,                      8:17, 12:5,                      12:14, 15:14,                      15:15, 15:21,                      16:5, 19:3,                      19:14, 19:15,                      19:16, 19:17,                      19:24, 20:3,                      22:5, 22:6,                      22:7, 22:8,                      22:19, 23:5,                      23:12, 23:17,                      30:7, 30:8,                      31:7, 31:8,                      31:22, 36:7,                      37:1, 37:10,                      38:11, 38:12,                      38:13, 38:18,                      38:19, 47:4,                      52:10, 52:24,                      53:15, 57:5,                      60:9, 61:20,                      65:22, 83:3,                      84:5, 91:14,                      97:15, 101:15,                      101:19, 103:2  <b>thanking</b>                      53:2</p>	<p><b>thanks</b>                      8:17, 31:9,                      32:17, 37:8,                      37:18, 80:23,                      88:21, 91:11  <b>themselves</b>                      44:8, 71:14,                      83:7  <b>thereafter</b>                      104:7  <b>therefore</b>                      29:20  <b>thing</b>                      27:2, 28:3,                      45:23, 47:12,                      50:6, 74:8,                      78:7, 88:22,                      100:13  <b>things</b>                      21:3, 24:8,                      39:23, 43:11,                      48:15, 52:4,                      56:6, 56:10,                      58:22, 59:9,                      62:5, 62:11,                      62:22, 73:19,                      74:6, 85:18,                      87:2, 90:18,                      92:22, 93:20,                      94:11, 95:14,                      98:16, 101:3  <b>think</b>                      13:19, 35:11,                      37:10, 38:1,                      41:7, 50:10,                      51:20, 53:18,                      53:24, 54:7,                      54:12, 54:19,                      54:20, 55:8,                      55:21, 56:13,                      57:22, 58:9,                      60:12, 62:1,                      62:2, 62:6,                      62:9, 62:18,                      62:20, 84:16,                      85:15, 85:16,                      86:13, 87:22,                      88:12, 88:22,</p>	<p>88:24, 89:9,                      91:22, 95:3,                      95:12, 95:16,                      96:2, 96:7,                      96:15, 96:18,                      96:20, 96:23,                      97:3, 97:11  <b>thinking</b>                      43:18, 62:10,                      85:15, 85:24  <b>third</b>                      87:16  <b>thornton</b>                      82:18, 82:19  <b>thorough</b>                      7:7, 18:5,                      19:6, 19:10  <b>thought</b>                      14:7, 85:22,                      98:7  <b>thoughtful</b>                      14:24  <b>thousand</b>                      81:16  <b>threatened</b>                      20:21  <b>three</b>                      5:4, 18:15,                      20:2, 65:6,                      76:3, 83:18,                      100:4  <b>three-minute</b>                      96:4  <b>thresholds</b>                      11:22  <b>thriving</b>                      56:22  <b>through</b>                      9:16, 11:22,                      17:1, 33:24,                      34:18, 40:8,                      42:21, 50:9,                      50:13, 50:14,                      50:20, 52:8,                      54:24, 59:17,                      74:13, 74:16,                      76:17, 81:1,                      85:7, 90:7,</p>	<p>99:18  <b>throughout</b>                      18:8, 36:14,                      36:21  <b>throw</b>                      29:17, 90:17  <b>thursday</b>                      98:2  <b>tickets</b>                      44:5, 44:6  <b>tie-in</b>                      75:3  <b>tie-up</b>                      78:6  <b>time</b>                      8:7, 14:13,                      17:5, 19:3,                      19:12, 19:13,                      21:23, 25:17,                      27:18, 27:22,                      28:10, 29:21,                      30:4, 30:21,                      31:6, 39:10,                      43:5, 46:7,                      47:24, 54:1,                      56:2, 60:13,                      60:24, 61:5,                      61:9, 61:19,                      76:16, 77:15,                      84:22, 92:18,                      93:2, 93:15,                      95:10, 99:16,                      99:17, 101:20  <b>times</b>                      14:12, 20:13,                      40:16, 45:22,                      46:2, 68:23,                      69:18, 85:9,                      96:4, 96:5,                      97:17  <b>title</b>                      40:5  <b>today</b>                      5:2, 5:5, 7:6,                      15:8, 19:18,                      23:4, 49:10,                      53:3, 56:23,                      62:12, 64:12,</p>
--	--	--	--

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p>64:14, 67:9, 78:2, 87:3, 87:4, 94:8, 95:5, 95:21, 99:16 <b>today's</b> 64:7 <b>toe-tip</b> 49:20 <b>together</b> 6:8, 28:3, 32:23, 38:8, 51:3, 51:20, 59:24, 61:1, 68:14, 72:22, 79:1, 101:8 <b>told</b> 23:23 <b>tomorrow</b> 51:19 <b>ton</b> 52:2 <b>took</b> 8:21, 23:7, 25:2, 25:20, 70:24, 78:9, 80:18 <b>tool</b> 50:20 <b>tools</b> 40:1 <b>top</b> 40:13, 55:3 <b>topic</b> 41:16, 59:23 <b>topping</b> 70:6 <b>touch</b> 34:23 <b>touched</b> 62:19 <b>tour</b> 80:16 <b>tourists</b> 43:15 <b>towards</b> 42:2, 46:24, 74:20</p>	<p><b>township</b> 82:18, 82:19 <b>track</b> 14:6, 77:14, 81:14 <b>tracks</b> 14:10 <b>traction</b> 67:18 <b>trade</b> 82:13, 86:23, 86:24, 87:5 <b>trades</b> 81:18 <b>traditionally</b> 53:24 <b>tragedies</b> 53:13 <b>tragically</b> 39:3 <b>train</b> 6:19, 9:20, 10:10, 26:12, 78:21 <b>trained</b> 39:20 <b>trainers</b> 82:14 <b>training</b> 39:21, 40:4 <b>trains</b> 13:10, 15:17, 20:21, 20:24, 34:7, 35:2, 36:17, 69:5, 89:13 <b>transcript</b> 104:5 <b>transformer</b> 68:8 <b>transformers</b> 68:6 <b>transit</b> 1:1, 2:1, 2:4, 4:4, 6:10, 18:3, 18:9, 18:10, 18:12, 18:16, 18:22, 18:23,</p>	<p>21:16, 32:24, 36:2, 44:19, 51:2, 65:1, 89:8, 89:20, 93:5, 96:22, 102:3 <b>transition</b> 17:21 <b>translucent</b> 73:12 <b>transparency</b> 18:18 <b>transparent</b> 7:8, 101:3 <b>transportation</b> 7:10, 8:2, 16:11, 16:12, 16:15, 16:23, 17:8, 17:14, 25:3, 26:15, 32:1, 32:11, 74:12, 80:17, 89:3 <b>travel</b> 85:9 <b>treated</b> 94:10, 98:18 <b>treating</b> 94:9 <b>treatment</b> 21:7, 21:11, 94:16 <b>trudy</b> 19:20, 20:4 <b>true</b> 104:5 <b>truman</b> 85:2 <b>truncated</b> 7:2 <b>try</b> 24:2, 31:14, 73:16, 85:10, 87:20, 87:21 <b>trying</b> 21:12, 28:17, 56:2, 58:22, 59:9, 76:15,</p>	<p>76:17, 87:18, 97:6, 97:11 <b>turenski</b> 35:16 <b>turn</b> 80:21 <b>turnaround</b> 77:1 <b>turnarounds</b> 76:4 <b>tweaks</b> 90:22 <b>two</b> 9:21, 18:13, 38:9, 45:1, 47:18, 61:3, 61:11, 65:3 <b>two-and-a-half</b> 19:8 <b>type</b> 53:11, 57:13 <b>types</b> 34:8, 51:21, 52:23 <b>typewriting</b> 104:8</p> <hr/> <p style="text-align: center;"><b>U</b></p> <hr/> <p><b>uh-huh</b> 12:21 <b>ultimately</b> 68:8, 73:11 <b>under</b> 23:2, 23:21, 25:20, 33:4, 41:6, 59:3, 59:7, 61:18, 74:7, 92:20, 104:8 <b>undergoes</b> 17:21 <b>underground</b> 70:10, 74:14 <b>underneath</b> 73:23, 80:3 <b>understand</b> 22:3, 46:5, 48:5, 58:12,</p>
--	---	---	---

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p>61:8, 93:10, 99:12, 100:6 <b>understanding</b> 18:14, 34:23, 64:4, 95:16, 97:7 <b>understands</b> 8:3 <b>underway</b> 38:22, 42:4, 42:12, 44:8, 59:11, 60:7, 70:20 <b>unfolding</b> 100:15 <b>unfortunately</b> 40:7 <b>unhoused</b> 34:24, 35:13 <b>union</b> 21:5, 45:14, 82:2, 82:3, 82:6 <b>unions</b> 82:13 <b>unique</b> 81:4, 81:12, 81:16, 85:17 <b>universities</b> 51:14 <b>university</b> 80:17 <b>unknown</b> 5:13, 30:15 <b>unless</b> 9:3 <b>unskilled</b> 91:21 <b>untangling</b> 77:19, 78:5 <b>until</b> 10:19, 55:20 <b>untold</b> 10:12 <b>upcoming</b> 71:3, 71:12, 75:15 <b>update</b> 15:1, 15:11,</p>	<p>15:12, 22:15, 35:16, 38:20, 40:13, 42:9, 42:11, 53:16, 62:12, 67:9, 81:1 <b>updated</b> 42:7, 60:8, 61:15, 62:8, 88:20 <b>updates</b> 33:3, 34:4, 67:13, 70:16, 75:10, 90:10 <b>upkeep</b> 49:7 <b>uplifted</b> 17:19 <b>uproar</b> 26:4 <b>uptown</b> 32:5 <b>urban</b> 44:19 <b>urge</b> 7:6, 9:14, 17:24 <b>usable</b> 6:23 <b>use</b> 14:2, 18:16, 36:2, 37:14, 45:15, 68:18, 86:10, 98:22 <b>useful</b> 50:20 <b>users</b> 36:15 <b>uses</b> 6:7, 35:17 <b>using</b> 13:8, 45:8, 49:21, 57:20, 84:16, 84:21, 88:15 <b>usually</b> 28:16, 74:6 <b>utilities</b> 72:9</p>	<p><b>utilize</b> 6:16</p> <hr/> <p style="text-align: center;"><b>V</b></p> <hr/> <p><b>vacant</b> 89:16 <b>valuable</b> 36:3, 89:24 <b>value</b> 7:13, 32:22, 35:14 <b>values</b> 18:17 <b>various</b> 36:15, 51:7, 83:11, 83:15 <b>vehicles</b> 49:3 <b>vendor</b> 71:4 <b>verbatim</b> 2:23 <b>veronica</b> 15:9, 22:12, 34:4 <b>versus</b> 84:21, 101:4 <b>vibrant</b> 49:13 <b>vice</b> 3:4, 4:16, 6:4, 9:5, 9:10, 12:7, 12:10, 12:13, 12:18, 12:21, 13:2, 13:6, 13:13, 14:16, 15:13, 15:19, 15:21, 16:7, 19:15, 22:6, 23:20, 60:22, 61:4, 64:19, 66:11, 91:15, 101:19, 102:14 <b>video</b> 21:12 <b>view</b> 42:22 <b>viewed</b> 34:8</p>	<p><b>viewing</b> 59:5 <b>violations</b> 34:9, 34:13 <b>violence</b> 21:1 <b>violent</b> 20:22 <b>visibility</b> 44:23 <b>vision</b> 18:21, 53:17, 90:1 <b>visiting</b> 51:18 <b>voce</b> 8:21, 23:7 <b>voice</b> 7:1 <b>voices</b> 7:16, 19:5, 28:4, 28:5, 28:21, 30:2, 101:2 <b>voicing</b> 58:7 <b>vote</b> 28:23, 63:12, 66:7, 102:10 <b>votes</b> 30:5 <b>vulnerabilities</b> 39:22 <b>vulnerable</b> 17:12</p> <hr/> <p style="text-align: center;"><b>W</b></p> <hr/> <p><b>walk</b> 32:10, 42:20 <b>walked</b> 99:2 <b>wall</b> 24:19, 24:21, 72:4, 72:22 <b>walls</b> 70:7 <b>walsh-fluor</b> 81:14</p>
---	---	--	--

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p><b>walsh-fluor's</b> 81:9 <b>want</b> 5:14, 8:12, 13:9, 13:23, 14:18, 15:1, 18:23, 19:7, 22:9, 23:9, 27:17, 27:18, 30:2, 30:3, 40:8, 41:11, 42:8, 43:17, 44:3, 45:2, 46:10, 46:16, 46:22, 46:23, 47:13, 48:16, 49:8, 50:6, 50:16, 51:9, 51:10, 51:11, 53:11, 54:19, 59:7, 59:10, 59:17, 60:21, 61:16, 87:3, 88:7, 88:8, 92:1, 92:4, 92:7, 93:21, 94:8, 94:22, 95:5, 95:22, 97:8, 97:13, 97:22, 99:14, 99:22, 100:4, 100:7 <b>wanted</b> 38:22, 39:3, 39:10, 39:12, 39:15, 40:3, 40:9, 42:10, 53:1, 91:16, 92:13, 93:17, 93:22, 97:21, 98:2, 100:13 <b>wants</b> 94:20, 98:9 <b>warm</b> 49:23 <b>water</b> 74:5 <b>waterfall</b> 72:21</p>	<p><b>waveland</b> 76:24 <b>way</b> 24:23, 39:17, 41:8, 41:9, 41:24, 42:14, 44:18, 44:19, 45:15, 45:16, 46:12, 48:8, 48:14, 48:21, 49:9, 50:11, 50:12, 50:13, 51:17, 54:7, 57:18, 59:20, 60:2, 62:5, 84:17, 86:2, 86:6, 88:15, 93:13, 93:14, 96:21, 97:23, 100:10, 100:19, 100:20, 101:3 <b>wayfinding</b> 36:10 <b>ways</b> 5:7, 43:17, 50:10, 51:19, 54:11, 58:17, 69:10 <b>we'll</b> 66:6, 83:22, 85:21, 88:19, 102:9 <b>we're</b> 13:20, 14:1, 14:14, 14:23, 15:7, 24:14, 41:19, 42:1, 42:18, 43:10, 43:12, 43:17, 44:4, 44:9, 44:10, 45:7, 46:20, 47:5, 47:6, 47:22, 49:7, 49:11, 50:1, 50:18, 51:18, 54:23, 57:3, 59:9, 59:17, 59:24,</p>	<p>60:1, 60:6, 61:5, 62:10, 68:23, 69:3, 74:19, 75:22, 80:9, 84:9, 84:16, 84:18, 87:11, 88:14, 88:16, 90:23, 91:8, 91:9, 94:9, 95:18, 97:11, 99:19 <b>we've</b> 8:24, 14:23, 16:3, 39:1, 42:3, 42:16, 47:7, 47:13, 47:16, 47:17, 48:15, 55:6, 57:16, 60:12, 62:3, 62:20, 73:6, 73:7, 73:19, 73:20, 74:16, 75:17, 76:3, 87:15, 87:16, 88:20, 93:6, 93:7, 99:6 <b>website</b> 36:13 <b>wednesday</b> 1:9 <b>week</b> 14:3, 42:9, 44:15, 45:13, 84:24 <b>weekend</b> 55:16, 75:5 <b>weekends</b> 57:8 <b>weekly</b> 80:14 <b>weeks</b> 39:2, 40:14, 53:5 <b>welcome</b> 20:1, 35:11, 52:21, 54:18, 57:19, 58:8, 96:11</p>	<p><b>welcomed</b> 45:13, 46:9, 82:11, 96:8 <b>welcomes</b> 53:14 <b>welcoming</b> 41:12, 42:19, 48:23, 49:23, 54:11 <b>well-placed</b> 7:2 <b>went</b> 25:6, 78:8, 78:20 <b>wesner</b> 1:24, 2:23, 104:3 <b>west</b> 2:5, 9:13, 13:22, 16:19, 17:9, 28:12, 65:2, 65:5 <b>western</b> 76:5 <b>whatever</b> 15:22, 26:10, 41:23, 86:3, 92:15 <b>whereof</b> 104:14 <b>wherever</b> 5:14 <b>whether</b> 34:15, 48:4, 48:7, 48:9, 61:1, 87:5, 98:14 <b>white</b> 28:16 <b>whole</b> 70:4, 73:13, 74:3, 74:13, 75:17, 78:7, 85:11 <b>wide-cast</b> 88:3 <b>widen</b> 72:12</p>
---	---	--	--

Transcript of Chicago Transit Authority Board Meeting

Conducted on May 14, 2025

<p><b>wider</b> 84:12 <b>widespread</b> 84:19 <b>win</b> 74:18 <b>win-win</b> 12:2, 14:15 <b>wind</b> 77:8 <b>windbreak</b> 77:2 <b>window</b> 100:10 <b>wins</b> 79:4 <b>winter</b> 73:7 <b>winters</b> 34:4 <b>wired</b> 67:22 <b>within</b> 30:20, 67:18, 89:5 <b>without</b> 10:21, 12:1, 52:24 <b>witness</b> 104:14 <b>witnessed</b> 95:4 <b>wonder</b> 14:8 <b>wonderful</b> 5:22 <b>words</b> 95:18 <b>work</b> 6:8, 6:15, 9:14, 11:21, 14:24, 16:9, 16:17, 17:14, 19:10, 22:5, 25:4, 25:6, 27:19, 28:19, 29:4, 32:16, 35:12, 36:7,</p>	<p>37:9, 41:12, 42:11, 43:21, 44:4, 46:4, 47:4, 47:5, 50:1, 50:2, 51:3, 52:3, 52:6, 52:9, 57:9, 59:6, 59:11, 60:10, 60:24, 61:17, 69:10, 69:11, 70:11, 72:10, 73:8, 73:17, 73:21, 74:21, 75:2, 75:22, 76:3, 77:14, 78:13, 80:8, 83:7, 83:8, 83:23, 85:10, 88:16, 88:18, 88:19, 90:23, 91:2, 91:8, 91:10, 91:13, 94:23, 101:8 <b>worked</b> 16:20, 17:3, 25:6, 81:12, 87:7, 87:19, 88:15 <b>workers</b> 21:7, 52:16, 53:22, 81:16 <b>workforce</b> 47:15, 81:2, 81:11, 81:15, 82:12, 83:14, 84:14 <b>working</b> 9:22, 9:24, 13:17, 16:21, 17:11, 24:24, 25:2, 42:2, 43:23, 46:6, 48:13, 50:9, 60:7, 61:5, 74:10, 76:4, 87:11, 88:17, 89:12, 89:20</p>	<p><b>works</b> 85:6 <b>worse</b> 20:16 <b>worst</b> 21:22, 54:19 <b>wouldn't</b> 53:7, 53:11, 56:4 <b>wow</b> 29:8 <b>wrap</b> 49:8 <b>wrapping</b> 30:1, 79:14 <b>write</b> 92:14 <b>written</b> 22:21</p> <hr/> <p style="text-align: center;"><b>Y</b></p> <hr/> <p><b>yardstick</b> 98:22, 98:23 <b>yeah</b> 5:12, 9:5, 9:10, 57:15, 63:2, 84:15, 85:5, 85:23, 86:11, 86:12, 86:13, 86:17, 88:11, 90:8, 90:20 <b>year</b> 44:6, 47:7, 50:4, 58:16, 59:2, 74:20 <b>years</b> 7:11, 19:8, 32:8, 41:21, 47:14, 47:18, 76:8, 79:3, 91:18, 92:20 <b>yesterday</b> 14:22 <b>young</b> 28:16, 43:15 <b>yourself</b> 22:24</p>	<p><b>youth</b> 25:2 <b>youths</b> 25:5</p> <hr/> <p style="text-align: center;"><b>Z</b></p> <hr/> <p><b>zero-sum</b> 101:5 <b>zones</b> 35:23, 48:6</p> <hr/> <p style="text-align: center;"><b>\$</b></p> <hr/> <p><b>\$1.5</b> 55:1 <b>\$142</b> 81:14 <b>\$233</b> 81:8 <b>\$299</b> 81:5 <b>\$3.3</b> 58:16</p> <hr/> <p style="text-align: center;">.</p> <hr/> <p><b>.3137</b> 2:7</p> <hr/> <p style="text-align: center;"><b>0</b></p> <hr/> <p><b>01</b> 1:10 <b>02</b> 104:20</p> <hr/> <p style="text-align: center;"><b>1</b></p> <hr/> <p><b>1,000</b> 32:10, 46:9 <b>10</b> 1:10, 55:20, 57:8 <b>104</b> 1:23, 34:20 <b>11</b> 21:20, 21:21, 103:3 <b>122</b> 81:4 <b>13</b> 17:19, 32:3</p>
---	---	---	--

Transcript of Chicago Transit Authority Board Meeting  
 Conducted on May 14, 2025

<p><b>14</b>                  1:9, 4:4, 32:2,                  36:22, 64:21,                  81:24, 82:2,                  102:4, 102:9  <b>16</b>                  71:7  <b>1710</b>                  65:5  <b>1713</b>                  65:2  <b>18</b>                  17:18, 55:18,                  56:7, 65:5  <b>1895</b>                  77:23</p> <hr/> <p style="text-align: center;"><b>2</b></p> <hr/> <p><b>2,000</b>                  44:6  <b>2,666</b>                  81:12  <b>2.3</b>                  81:13  <b>20</b>                  81:10, 104:15  <b>20.56</b>                  81:10  <b>200</b>                  32:10  <b>2019</b>                  16:19, 47:20,                  47:21  <b>2021</b>                  10:17  <b>2023</b>                  9:17, 34:21  <b>2024</b>                  9:24  <b>2025</b>                  1:9, 4:5, 10:4,                  17:18, 18:24,                  32:2, 32:3,                  36:22, 36:24,                  63:5, 63:11,                  64:21, 77:24,                  83:10, 83:12,                  102:4, 102:9,</p>	<p>104:16, 104:20  <b>205</b>                  82:19  <b>21</b>                  36:11  <b>215</b>                  82:18  <b>22</b>                  82:23  <b>2274</b>                  65:12  <b>228</b>                  82:20  <b>23</b>                  83:10  <b>24</b>                  56:10, 81:23  <b>25</b>                  55:14, 57:7,                  104:20  <b>26</b>                  27:19, 30:4  <b>260</b>                  82:17  <b>265</b>                  34:20  <b>28</b>                  82:9, 82:11</p> <hr/> <p style="text-align: center;"><b>3</b></p> <hr/> <p><b>30</b>                  55:19  <b>308</b>                  45:14  <b>31</b>                  33:9, 81:4,                  81:12  <b>312.681</b>                  2:7  <b>35</b>                  76:19, 76:24  <b>36</b>                  32:7</p> <hr/> <p style="text-align: center;"><b>4</b></p> <hr/> <p><b>42</b>                  56:19  <b>46</b>                  103:3</p>	<p><b>47</b>                  47:20  <b>4th</b>                  77:21</p> <hr/> <p style="text-align: center;"><b>5</b></p> <hr/> <p><b>5,000</b>                  47:18, 69:5  <b>500</b>                  83:16  <b>5310</b>                  34:1  <b>55</b>                  77:3, 81:7  <b>567</b>                  2:5  <b>582102</b>                  1:22</p> <hr/> <p style="text-align: center;"><b>6</b></p> <hr/> <p><b>6</b>                  55:19  <b>60661</b>                  2:6  <b>63</b>                  77:2</p> <hr/> <p style="text-align: center;"><b>7</b></p> <hr/> <p><b>7,000</b>                  69:4  <b>78</b>                  69:20  <b>79</b>                  76:4</p> <hr/> <p style="text-align: center;"><b>8</b></p> <hr/> <p><b>80</b>                  83:13, 87:17,                  87:19  <b>8th</b>                  82:23</p> <hr/> <p style="text-align: center;"><b>9</b></p> <hr/> <p><b>90</b>                  10:8, 13:14,                  79:11  <b>95</b>                  12:15, 12:20,</p>	<p>15:4, 45:12  <b>9th</b>                  63:5, 63:11</p>
---	---	--	---