

Transcript of Board Meeting

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CHICAGO TRANSIT AUTHORITY BOARD MEETING

MEETING

Chicago, Illinois

Wednesday, August 12, 2026

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MEETING OF CHICAGO TRANSIT BOARD, held at the offices of:

Chicago Transit Authority
567 W Lake
Chicago, Illinois 60661

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

A P P E A R A N C E S

ON BEHALF OF THE CTA:

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

ALSO PRESENT:

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

P R O C E E D I N G S

CHAIRMAN BARCLAY: Good morning. I would like to call to order the meeting of the Chicago Transit Board for August 12th, 2026.

Georgette, please call the roll.

SECRETARY GREENLEE: Director Neema Jha?

DIRECTOR JHA: Here.

SECRETARY GREENLEE: Director Roberto Requejo?

DIRECTOR REQUEJO: Present.

SECRETARY GREENLEE: Director Rosa Ortiz?

DIRECTOR ORTIZ: Here.

SECRETARY GREENLEE: Chairman Lester Barclay?

CHAIRMAN BARCLAY: Here.

SECRETARY GREENLEE: Director Bernard Jakes?

DIRECTOR JAKES: Here.

SECRETARY GREENLEE: Director Lily Diego-Johnson?

DIRECTOR DIEGO-JOHNSON: Here.

SECRETARY GREENLEE: I'll note for the record that Director Michael Eaddy is present. He

has stepped out for a second.

Chairman Barclay, you do have a quorum.

CHAIRMAN BARCLAY: Our next order of business is public comment. But Georgette, before you call them, I just want to note that we have eight public commentors that have signed up. There were two that came in after the time period. Unfortunately, because we have a full number of commenters, we won't be able to take those two at this point. You may proceed, Georgette.

SECRETARY GREENLEE: Thank you, Chairman Barclay. I would like to welcome all of our public commentators to our meeting on today. You each have three minutes to speak and time will be called. We will start with our first registered speaker who is Ethel Todd. Is Ethel Todd here?

(Side conversation.)

SECRETARY GREENLEE: Your microphone is on. And you speak just out loud right where you are.

MS. TODD: Okay.

SECRETARY GREENLEE: And your time starts now.

MS. TODD: Okay. I've had to register

seven complaints against the CTA drivers because they were failing to pick up black female disabled women with the ramp, and I had occasions where they let the ramp down on me. And the complaint that I registered with supervisors, and I don't have the complaint numbers with me today, they said I have to go online.

But I also have to tell you that Threshold has been my abuser for four years. Four years. And they have this social media with the CTA drivers where they connect, and they use that against people -- not against people, but this is what they use, and you said you don't understand how the teens do it. The teens are doing the same thing that they do to create violence in the community.

I have witnessed it. I couldn't bring it today because I don't have my complaints and everything in front of me, but I have witnessed it from the community who can verify everything that they've done, and the teens are acting out from what they have done and how they do it. And that's all I've got to say for now.

MS. LEERHSEN: Ms. Todd, thank you.

UNIDENTIFIED SPEAKER: Hallelujah.

SECRETARY GREENLEE: Thank you very much, Ms. Todd.

MS. LEERHSEN: Thank you for coming today.

MS. TODD: You're welcome.

MS. LEERHSEN: Really appreciate you coming here. You can speak with both Mr. Don Bonds --

MS. TODD: Do you want to know how the teens do it?

MS. LEERHSEN: -- and Mr. Joe Bird on our security team. Both gentleman are here today to hear more about your experience and our follow up. So, I appreciate you coming.

MS. TODD: Yeah. Do I go back to my seat?

MS. LEERHSEN: Yes. Yes. Here we go.

(Side conversation.)

SECRETARY GREENLEE: Our next public comment speaker is Pennie McCoach.

MS. MCCOACH: Good morning.

VOICES: Good morning.

SECRETARY GREENLEE: Union President

McCoach, could you please sit closer to the microphone --

MS. MCCOACH: Absolutely.

SECRETARY GREENLEE: --and in that next chair? Thank you. Okay. Your time starts now.

MS. MCCOACH: Good morning everyone.

VOICES: Good morning.

MS. MCCOACH: My name is Pennie McCoach. I'm the president of ATU Local 308. I represent the employees that work for the Chicago Transit Authority on the rail side. We have approximately about 3100 members that we represent that do the day-to-day operations for the Chicago Transit Authority. They make sure that this city moves from point A to point B.

I'm here today because the Chicago transit system is facing a safety crisis. Every day the hard working members of Local 308, who makes the Chicago rail system work, and the members of the riding public are confronted with unacceptable threats to their safety. Just last month, a CTA worker on the Red Line, a member of 308, was murdered. This dramatic event was covered in the press. What has not been covered

are the unacceptable dangerous conditions confronting Local 308 members and the riding public every day.

CTA board and administration must take immediate action to rectify these unacceptable conditions so that the riding public knows that they can ride the system in safe conditions and so that our members can be reassured that they can come to work, deliver excellent service, and then return home safely.

The current security measures are inadequate. Less than 200 CPD officers total are assigned to cover the CTA system, both bus and rail, over a 24-hour shift. There is absolutely no way for that number of officers to adequately police the system which have been proven to be.

Transit workers and riders deserve better. As I have repeatedly said, Chicago needs a dedicated police force on our buses and trains to ensure that riders and workers can safely get to and from their destinations. We also need transit ambassadors to help riders get assistance with navigating the system and having proper training to liaison with the community and social

services when needed to prevent issues from arising.

I would like to thank the sheriff's department for their presence and their ability to gather positive reinforcement.

There are several -- and I want to bring to light, due to the situation that happened at 95th, this union has been asking for adequate parking at 95th for over 20 years. There are various undeveloped lots in that area, and this should have never happened to the worker, my member, if there was adequate parking for the workers there, sufficient lighting, security.

There's a lot right across on the north side of 95th that was being used when the terminal was being redeveloped. Those individuals parked there at that park there. At that time, we were told that that was going to be the employees' lot. Well, that did not come to fruition. And then now that we know that -- now the McDonald lot is available as well.

SECRETARY GREENLEE: Union President McCoach, that was time. We will give you a minute to wrap up.

MS. MCCOACH: Okay. Well, I do want to say, we have come to -- we have asked the authority, as well as we're asking the board. We have done initiatives with the front office about these rapid transit operators, which is called a quality of life. We have had several conversations and we are in the process of working on that. I'm thankful for that, but we need to get that done. The quality of life is important to the employees and my members. And I'm just asking this board to look into the safety of these members and the riding public because we provide a service to this city and we deserve the best possible services from you guys and the authority. Thank you.

VOICES: Thank you.

MS. LEERHSEN: Thank you so much for being here President McCoach and everyone that's here. We're going to continue the conversations that we're actively having on these subjects. Thank you very much.

SECRETARY GREENLEE: Our next public speaker is Ms. Patricia Puente.

MS. PUENTE: Good morning.

VOICES: Good morning.

MS. PUENTE: I have concerns, actually, regarding the law officers. I'm really happy with everything that I heard. Obviously that was one of my major concerns and you guys boom, boom, boom, and you did all. But the thing is, with the law officers, when they're on duty, I've noticed that some of them are sitting on the rail where the passengers go inside to take the train. They're sitting there. I have to go and tell them. Sometimes they get upset with me, but I really don't care, you know, whatever.

Other times, I've caught them playing the lottery instead of doing their job. And I have been passing and I say, okay, let's see how long they stay playing the lottery. An hour, an hour-and-a-half. I'm like, are they here to play lottery or are they here to do their job? Okay. So, that's a concern with those that are walking -- well, supposedly working.

The other thing is -- what is it? Okay. You guys answered the one with the law officers and I'm really content. I was really happy to hear everything that's going to be changed.

Maintenance. Maintenance, I heard that a little bit, because you guys didn't go so much in it, but maintenance, a lot of the cars are filthy dirty. Now, I notice that when the train comes, just two persons, they go to one car and they're on the phone. They're not even cleaning.

I go inside, sit down, and then they're chit-chatting on their phone and they're leaving out. And I tell them, Excuse me. This train is dirty. Do you see right here? Oh, yeah, yeah, yeah. And then they get their little broom and start cleaning. I'm like, what kind of employees are those? They're just -- they're really not cleaning. It's dirty.

Oh, the bus, route 63. I just don't understand why is it when the bus comes, it stops. It stops for seven minutes. And I tell them, You have one minute to get to the midway terminal, minute-and-a-half, and you are stopping here for seven minutes? Oh, because we're early. What does that mean? When they are being trained, don't they know the distance with or without passengers? Because the people are just sitting there --

SECRETARY GREENLEE: That's time.

MS. PUENTE: -- waiting for them to go one minute to the terminal. Thank you very much.

VOICES: Thank you.

MS. PUENTE: You have a wonderful job and I'm really happy for everything that you guys are doing for the homeless. That one, I had to scratch it off because, man. Thank you very much. God bless you all.

DIRECTOR JAKES: God bless you, Ms. Puente.

VOICES: Thank you.

SECRETARY GREENLEE: Our next public speaker is Adam J. Mack.

MR. MACK: Hey, how are you doing?

DIRECTOR JAKES: Hey, Adam.

MR. MACK: All right. I have a little bit of cold, but I'm going to get over it eventually. Okay. I was at the transit meeting on Friday at the Austin Green branch train station for the celebration of the grand opening that I don't normally do very often or never been there, and this is the 110th accessibility train station across the system.

Okay. Next, I would like to see the Red Line train -- the Red and Blue Line train service to operate every five minutes or under for this year and next before the two-minute headway to eventually be announced by the transit board.

And also, I would like to see a Red and Blue Line on Washington train stations to be connected to each other that connects to transit lines, businesses, opportunities, and the economy. And also, the Red Line Washington station was closed since 2006 due to financial issues for whatever reason. I would like to discuss that eventually.

Okay. Anything else? Okay. Oh, yeah. I would like to see longer trains, like 6 to 8-car train service and also 8 to 8-car train service on most of the transit lines for the upcoming years. Okay. All right. That's it.

VOICES: Thank you.

MS. LEERHSEN: Good to see you Friday. We're going to bring the trains back together on Friday. Nice to see you again.

MR. MACK: All right. See you guys.

SECRETARY GREENLEE: Our next public

speaker is Jacklyn Story. Welcome.

MS. STORY: Hello, and thank you for having me. I am Jacklyn Story. I'm the Program Director of the homeless outreach program at Thresholds and we are one of the delegates that is on the Red Line. I have had the privilege of working with the CTA on this project for the past several years. It has been a pleasure collaborating with Laura, Tom, and the rest of the team. They are great partners to work with.

Thresholds is a community mental health agency specifically working with people to reclaim their lives and stay integrated in the community as long as possible. For the homeless outreach program, our goal is simple, to meet people where they are and support them in living healthy and full lives through stable housing and linkage to other community resources.

Every day on the Red Line, our teams encounter people experiencing homelessness, mental illness, substance use, and so much more. Our initial goal is to build relationships. We understand that achieving goals does not happen overnight. It involves human relationships and

trust.

We start with small things such as cell phones, food, clothing, harm reduction supplies, and even wound care supplies. With the addition of a registered nurse, we are now able to address medical needs that have gone unmet for far too long. We can provide education and linkage to healthcare providers in a more effective way.

We have seen how these small items make a big difference and lead to shelter, healthcare, and ultimately housing. While all of these things may seem small, you can see through the testimonial of Mary that you all have and so many other testimonials how important it is to people in reclaiming their lives. Thank you for helping us make the small things the big things.

VOICES: Thank you.

MS. STORY: Any questions?

UNIDENTIFIED SPEAKER: No. Thank you.

MS. LEERHSEN: Thank you so much for coming and for our longstanding and growing partnership. It's so valuable to us here at CTA.

MS. STORY: Thank you so much.

SECRETARY GREENLEE: Our next public

speaker is Jessica Dubuar.

MS. DUBUAR: Good morning everybody.

VOICES: Good morning.

MS. DUBUAR: My name is Jessica Dubuar. I'm the Director of Health and Specialty Services at Haymarket Center which is Chicago's largest center in treating individuals for substance use disorders, mental health, and primary healthcare conditions. We serve 10,000 people per year, the majority of whom are experiencing or have a history of homelessness. Almost all of them have no resources or are on Medicaid.

The first service at Haymarket when we were founded more than 50 years ago was outreach to individuals experiencing homelessness. Haymarket Center has followed that mission ever since while expanding into a full continuum of treatment, support, and follow up. We have partnered with the Chicago Department of Family and Support Services, DFSS, for many years on projects to provide outreach to unhoused individuals at O'Hare Airport as well as in community areas.

A little more than three years ago we

launched out outreach project on the CTA Blue Line. Haymarket teams work in two shifts, 11:00 p.m. to 7:30 a.m., and 7:00 a.m. to 3:30 p.m. seven days a week on the CTA Blue Line. The teams encounter individuals both on the trains themselves and around stations, with particular attention to hot spots or locations where we encounter groups of our population congregating.

The project's goals are to triage people experiencing homelessness out of the CTA and into appropriate services and ultimately to housing. Since February 2023, Haymarket Blue Line outreach workers documented almost 40,000 encounters with individuals. The services they provide include food, hygiene, clothing, case management, access to substance use or mental health treatment, harm reduction such as overdose reversing with Narcan and fentanyl test strips, and many more activities. Our staff have even provided a life saving overdose reversal on a CTA platform.

Approximately 200 individuals were successfully placed into stable or permanent housing and over 900 people were entered into the coordinated entry system which can help

them gain access to housing. Haymarket outreach workers have also participated in more than seven accelerated moving events fostered by DFSS where they brought CTA clients to the event, ultimately moving them to housing.

From Haymarket's point of view, the project has been a model public/private partnership with close careful oversight by CTA and DFSS. Haymarket remains committed to providing the best quality services continuing to meet the needs to CTA ongoingly as those needs may evolve. Thank you for the opportunity to speak with you today.

DIRECTOR JAKES: Thank you.

MS. LEERHSEN: Thank you so much for being here and also for your partnership with CTA. It's so important to us.

SECRETARY GREENLEE: Our next public speaker is Nicole Richardson.

MS. RICHARDSON: Actually, we were together, so she went and spoke for Thresholds.

SECRETARY GREENLEE: Our next public speaker is Phil Bronson.

MR. BRONSON: First of all, good morning

CTA board members, CTA officials, and everyone in this room. I'm Phil Bronson. Or I'm Phil, Phil Positive, Bronson. IBW Local 134 electrician since 1979. I'm also Vice President of Target Electric, Inc., established 1991, a MBE DBE electrical contracting company. It's my family's company.

The sun shines bright today although it's cloudy out. If you live a life helping others, that sun is always in you, so why not feel positive every day? I started the Phil Positive initiative. The general public can take a look at the site. It's Phil, my name, Positive Global dot com.

I'm here as it relates to a contracting job that my family and I worked on with CTA some years ago. That particular job was at 3360 North Clark Street. We were working as the subcontractor with one of your prime contractors, Aldridge Electric, Inc. And there was an accident on the job, and for some apparent reason, Aldridge and CTA went into a courtroom between the years of 2006 and 2011 and they besmirched my family's business. We didn't find out about it until we

saw something on the internet in 2021.

So, we're here to say that CTA and Aldridge Electric engaged in fraud, corruption practices, and cover up over a number of years. And again, we've approached a lot of people here. This is my third time here. I was here at the June and July board meeting. And again, they illegally engaged in fraud, corruption in the courtroom, and wrongdoing.

We're here as it relates to Target Electric. We've approached the chairman. We sent him an email first part of July 2026. We're trying to get a meeting with him so we can talk to the gentleman here, Mr. Barclay. I know he's the chairman, he's pretty busy, but this we feel is important.

In a summary, we look at this as a breach of trust, a moral imperative. TEI respectfully seeks from all in CTA redress and generational financial damages for TEI's name, brand, reputation, opportunities, financial hardship, pain and suffering. As of today, TEI respectfully seeks from all in CTA $250 million.

SECRETARY GREENLEE: Mr. Bronson, that's

time. Thank you.

MR. BRONSON: That's it?

SECRETARY GREENLEE: That's it.

MR. BRONSON: Thank you. Good job. So, philpositiveglobal.com. Take a look. Thank you. And I must say that I'm hearing a lot of good positive things here at CTA and I think that's positive.

UNIDENTIFIED SPEAKER: I don't hear nothing positive about (indiscernible).

SECRETARY GREENLEE: Chairman Barclay, that concludes our public comments for today.

CHAIRMAN BARCLAY: Thank you to all our public speakers this morning. Thank you for coming. Georgette, that's --

SECRETARY GREENLEE: Chairman Barclay, it has been brought to our attention that we do have a -- one of our board members has a severe time constraint. Our meeting did start late and we are advising that we amend the agenda to move item number 7, which is the report of the Committee on Finance, Audit and Budget, up to item number 3.

CHAIRMAN BARCLAY: Do we have a motion

to amend the agenda?

DIRECTOR REQUEJO: So moved.

DIRECTOR JHA: Second.

SECRETARY GREENLEE: It's been moved by Director Requejo, seconded by Director Jha that the meeting agenda be amended to move the report from the Finance, Audit and Budget Committee up to agenda item number 3. We'll take a roll call vote. Director Jha?

DIRECTOR JHA: Yes.

SECRETARY GREENLEE: Director Requejo?

DIRECTOR REQUEJO: Yes.

SECRETARY GREENLEE: Director Ortiz?

DIRECTOR ORTIZ: Yes.

SECRETARY GREENLEE: Chairman Barclay?

CHAIRMAN BARCLAY: Yes.

SECRETARY GREENLEE: Director Jakes?

DIRECTOR JAKES: Yes.

SECRETARY GREENLEE: Director Eaddy?

DIRECTOR EADDY: Yes.

SECRETARY GREENLEE: Director Diego-Johnson?

DIRECTOR DIEGO-JOHNSON: Yes.

SECRETARY GREENLEE: The motion passes.

DIRECTOR JAKES: The Finance, Audit and Budget Committee report, the committee met earlier this morning and approved the July 8th, 2026 committee minutes and reviewed the finance report. The committee reviewed the following eight ordinances.

Number 1, review of an ordinance authorizing an amendment to a contract with CRRC Sifang American JV for rail cars and to provide additional funding. Two, review of an ordinance authorizing a first amendment to both the intergovernmental agreement and option to extend with the City of Chicago by and through its authorized nominee for outreach and non-congregant shelter to individuals in need.

Three, review of an ordinance authorizing an intergovernmental agreement with the City of Chicago by and through its authorized nominee for outreach and non-congregant shelter to individuals in need. Four, review of an ordinance authorizing a pilot program agreement with F212-CITEF for a rail simulator pilot under the Chicago Transit Authority's Innovation Studio program. Five, review of an ordinance authorizing

an ordinance authorizing a pilot program agreement with Housing Forward for a crisis intervention safe ride specialist pilot under the Chicago Transit Authority's Innovation Studio Program. Six, review of an ordinance authorizing a pilot program agreement with Healthcare Alternative System for a crisis intervention safe ride specialist pilot under the Chicago Transit Authority's Innovation Studio program.

Seven, review of an ordinance authorizing a pilot program agreement with healthcare -- I just said that one. I'm sorry. Six and seven seem to be the same.

Let's go with eight, review of an ordinance authorizing a pilot program agreement with Street Samaritans for a crisis intervention safe ride specialist pilot under the Chicago Transit Innovation Studio program.

What I don't see on here that we did talk about was with the Metropolitan -- was it family services? Metropolitan Family Services. We talked about that one. Thank you very much. Review an ordinance authorizing a pilot agreement with Metropolitan Family Services for a community

violence intervention safe ride specialist pilot under the Chicago Transit Authority's Innovation Studio program. Thank you, Sisavanh.

The committee also reviewed seven contracts. The committee placed the eight ordinances and seven contracts on the omnibus. The committee approved and recommended for board approval eight ordinances and seven contracts. This concludes the report of the Finance, Audit and Budget Committee.

CHAIRMAN BARCLAY: Thank you, Director Jakes for your report. I will now entertain a motion to approve the omnibus.

DIRECTOR REQUEJO: So moved.

DIRECTOR JHA: Second.

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

DIRECTOR JHA: Yes.

SECRETARY GREENLEE: Director Requejo?

DIRECTOR REQUEJO: Yes.

SECRETARY GREENLEE: Director Ortiz?

DIRECTOR ORTIZ: Yes.

SECRETARY GREENLEE: Chairman Barclay?
CHAIRMAN BARCLAY: Yes.
SECRETARY GREENLEE: Director Jakes?
DIRECTOR JAKES: Yes.
SECRETARY GREENLEE: Director Eaddy?
DIRECTOR EADDY: Yes.
SECRETARY GREENLEE: Director Diego-Johnson?
DIRECTOR DIEGO-JOHNSON: Yes.
SECRETARY GREENLEE: The motion passes.
CHAIRMAN BARCLAY: Our next item of business on the agenda is our presidential report which will be given by our Acting President Nora Leerhsen.
MS. LEERHSEN: Thank you chairman and directors. As I mentioned earlier, I do want to begin by recognizing the notable approvals that occurred today and the historic moment that we are at in our agency in terms of the dynamic set of resources and the level of those resources.
This is never before seen at CTA and it comes from an incredible amount of work over the past year from our staff across all departments. It comes from support from you, the board, in

pushing us for all of these resources. It comes from things we've heard from our employees, from our riders, from the general public, as well as from the transit community safety workshop we held last summer.

So, this is a culmination of a ton of effort and a really exciting moment for CTA that I believe really puts us as a national leader in taking steps in this way in transit, and I'm so excited to monitor and see what it will produce, and I want to thank everyone involved for those efforts.

What's really notable too is that we talk a lot about our multi-layered security strategy, our dynamic security strategy, and you've seen it play out over the past six months. You've seen a discussion of increase in law enforcement resources in a targeted way, and the numbers that I've given you of the positive progress we've seen in terms of crime across the system.

So, the timing of this is notable and intentional that we've layered on another layer here today.And it's not just one type of

resource, it's several. Because, as riders, we know that the need on CTA is dynamic and diverse and needs to be addressed in a variety of ways. And so we are going to see an improvement across all of those categories, I'm confident, in the coming months.

I'm not going to dive into as much detail in crime as I have in past months, but what I want to make clear is that the positive progress sustains itself. So, CPD reports that again violent crime is down 30 percent across the entire system year-to-date. That's a 30 percent decline that appeared a couple of months ago that sustained itself through the end of last month, and we see the intentional strategic deployments on the Red Line are continuing to produce results and that major crime on the Red Line south branch is down over 60 percent since the work began in those deployments. This means that there's nearly 300 fewer incidents of major crime across CTA year-to-date. 140 of that reduction is on the Red Line alone.

And what I want to take a few moments to talk about here today is that that has to do with

crime, but as we've seen that sustain itself now, we're seeing it impact our service delivery. We're seeing it impact our ridership in really positive ways. So, let's look at the Red Line south branch that I've talked a lot about major reductions in crime over the past few months.

Over the last three months, the Red Line south branch has grown seven percent year-over-year in ridership. It's outpacing ridership gains across other branches at CTA and it's even taken a stark turn from actually seeing a decline to now seeing one of our biggest ridership jumps across the entire system. That means that in the past three months we have nearly 170,000 more rides in that period than we did last year.

Major delays due to incidents or disturbances at CTA are down nearly by 50 percent and that's absolutely related to the increased resources and the reduction in disturbances and crime on the system. And I want to continue to think about all of these resources as impacting not just crime data, but impacting the experience and the service delivery and the ridership across our system.

Speaking of ridership, I'm happy to report that it continues steady growth across the summer. Ridership has grown over three percent last year if you look at the last two months alone. Ridership this summer has crossed an important milestone and we're now averaging more than 7 million rides every week with weekdays now regularly exceeding 1.1 million rides. So, you'll recall when we exceeded that 1 million ride mark, we're growing. We're regularly now over 1.1 million. And our weekend ridership continues to exceed pre-pandemic levels on Saturdays and Sundays.

On major events days in June and July, we're reaching milestones over 1.2 million rides that are just shy of what we see for major events like the Chicago marathon. The Thursday before Lalapalooza, our rail system alone clocked more than 587,000 rides on the system, which was a record for a Thursday in the post-pandemic environment.

Looking briefly at service delivery, I gave some statistics, but I want you to know we look at these closely every single day and we deep

dive into these in meetings, but we continue to see really positive trends across many key categories of service delivery. Major delays year-to-date are down 30 percent across our whole system.

Maintenance delays are down 21 percent, and that's because of targeted efforts like things like looking at maintenance issues with certain rail cars and deploying mechanics and other resources in a targeted way, and so we're happy to see that producing results for the system.

And as I mentioned, delays due to incidents and disturbances from passengers are down over 40 percent. So, just to give you a sense of the cascading positive effects of the resources that we see here at CTA.

In closing, I want to kind of go through some great positive events we've had in the past few weeks in a really glorious summer for CTA. Last Friday was a fantastic day at the Austin Green Line station as we unveiled the newly ADA accessible station, the modernized station house, and I want to thank all the elected officials, everyone that attended that gathering, the

community members, the advocates that made that happen.

I think we know at CTA that felt fast. We just broke ground on that 18 months ago and now the elevator is in there. That's incredible work by our teams. And what people don't realize, we keep calling it a reopening, that station was open that entire time because we purposefully designed with our teams an auxiliary entrance to make sure people could access it throughout that entire level of construction. I myself used that station many times throughout that period and I just want to thank all of the workers that made sure that happened. I think telling that story of keeping it open reminds you how much every decision we make here is thinking about the people that we serve.

The kickoff of our Red Line Extension Workforce Connections events occurred. We've had two of those. They occur the first Tuesday of every month at our community office in Roseland. I attended the second one just last week. It was a great event talking to young people about the opportunities that RLE can bring. And I love how

it's been designed to be a regular monthly event. We put up yard signs throughout the blocks leading up to the area so that people know where to access it and I'm really excited about the connections that are going to come from that event.

We continue our participation in our greatest traditions in this city like the Bud Billiken Parade just this past weekend. Our Red Line Jazz program continues. I took my two kids to it at the last one at Carmak. And I wanted to just also point out, we're continuing to move forward creating more welcoming and inviting spaces at CTA, like the flowers being planted at the 51st Green Line station where Green Corp and CDOT are partnering with us to put those into place and we're happy to unveil those in the coming days as well. So, thank you for the opportunity to give this update and happy to take any questions.

CHAIRMAN BARCLAY: Thank you, Nora, for your report. Summer is always a special time in our city. Our neighborhoods are active, our visitors are out exploring, and there's a renewed energy across the city, and throughout the summer

our system plays an important role in connecting people to everything our city has to offer. That makes the results we are seeing particularly encouraging.

I want to commend the team for the continued growth, and service, and ridership, and the strong results we have seen over the summer months. These numbers reflect years of work to rebuild service, strengthen our workforce, and restore confidence in the system.

When people choose CTA to get to work, to a ball game, to a festival or concert, or simply to enjoy our city, that is a measure of the value of our system and what it provides. We should recognize this progress while also recognizing that maintaining that momentum requires continued attention to the fundamentals: reliable service, a strong workforce, a positive customer experience, and importantly, a system where people feel safe, both our passengers and our employees.

Which brings me to the safety and social services pilots that the board has considered today. These initiative are particularly

significant because they are the result of a decision of this board made last fiscal year to invest in creative approaches to addressing some of the most complex challenges in our system. We recognize that improving safety requires more than one solution and that we have to be willing to test new approaches, evaluate what works, and make adjustments based upon what the data tells us.

Good governance is making decisions that lead to better outcomes for the public. These pilots give us an opportunity to do exactly that. They allow us to put resources behind innovative approaches, learn from the results, and determine what can be expanded or improved.

I think it's particularly fitting that authorizing the implementation of these pilots is one of the final actions of this board. It reflects how we have approached our work throughout our service on this board, identifying challenges, making strategic investments, supporting innovation, and holding ourselves accountable for results.

We have seen meaningful progress in service. We have strengthened our workforce. We

have advanced major capital investments. We have continued to focus on safety and accessibility. And now we're putting additional resources behind new approaches to some of the challenges that remain. Progress isn't the absence of challenges. It's our ability to meet those challenges with purpose, discipline, and a willingness to improve.

I am proud of the work this board has done to help position CTA for this moment, the credit belongs to the employees and leadership team who turn board decisions into service every day, and to the riders who continue to place their trust and confidence in us.

As we look ahead, I hope we continue to build on this momentum, not just because the numbers are moving in the right direction, but because behind those numbers are people who are choosing our system to move through our city. Thank you to the team for your continued work and I look forward to seeing the results of these pilots and the continued progress.

At this time, I open it up to the rest of the board for comments and respond to the president's report.

SECRETARY GREENLEE: We'll take comments from other members of the board.

DIRECTOR ORTIZ: I agree with all of the comments that the chairman has mentioned. Thank you for all the great work. I know all of these ordinances and all of these efforts have come from a long way back in terms of working through each of the pieces, understanding what can happen, being openminded, and I just really want to commend everyone on the team for making that happen and just second everything that the chairman mentioned. Thank you.

SECRETARY GREENLEE: Thank you, Director Ortiz. Other members of the board?

DIRECTOR REQUEJO: Just to double down on my colleague's comments. Also, I wanted to acknowledge that a lot of the programming that was being designed to address the safety issues took place during one of the most complicated periods of time for this agency. We were going through multiple changes, um, a fiscal cliff, leadership transitions, and yet you kept steady and you wanted to make this happen, and you are starting to make it happen, and I don't want that to be

forgotten because it was not a normal time to do this. It would have been difficult already under normal times because, again, transportation agencies are not designed to run these programs, and yet even with that additional layer, you all made it happen.

And the other thing I don't want to forget to mention is that in just a few weeks NITA legislation, the NITA board will be up and running. It will be a new era, right, and CTA will be seeing a period of change yet again, and we are going to be the largest agency in that table, and so we have to role model collaboration, openness, transparency, all the things that you have started to implement here, Nora. That's what people are going to be looking at and I really encourage you to continue down this path so when that new era starts we're already on track for the new way of doing things in transportation Chicago. So, thanks.

DIRECTOR JHA: Yeah. I second that. I personally feel like we're in a really good place for this transition that's upcoming and we can lead the way. And so, I thank you guys for putting in all of the

hard work and taking the feedback. I know mostly it hasn't been easy getting feedback, but I think this is going in the right direction, and I (indiscernible), and thank you for listening and thank you for putting all this programming in front of us. We appreciate it.

SECRETARY GREENLEE: Director Eaddy? Director Diego-Johnson?

DIRECTOR EADDY: Yes, certainly appreciate what our chairman has already stated and certainly I join with him in his position and appreciation and his observations. And I guess with this being the last meeting in terms of that, it's been for me -- and I'm speaking individually here -- it's been for me quite a gratifying experience, a real wonderful chapter for me in this journey with CTA. And with encountering, in my opinion, the level of professionalism and expertise and commitment to serving the general public in terms of transportation, it's just been quite rewarding. So, I just want to just, as a matter of record, just state my appreciation for what this experience has been working with this board, and it's just been very rewarding. So, I

just wanted to make that as a statement of record.

SECRETARY GREENLEE: Director Diego-Johnson?

DIRECTOR DIEGO-JOHNSON: Yeah, I'm just very grateful to have been a part of the board. Thank you Acting President Leerhsen, Chairman Barclay for all the work that has gone into all of the -- just everything that has gone into today specifically. Everyone else, all the team, all the board members, and of course the CTA staff. It's been a pleasure.

And also, I really am looking forward to seeing how these initiatives move forward and also hoping that alternatives to non-policing continue growing, and that, you know, we continue to make Chicago transit system as great as it can be.

I had the pleasure of attending the ADA Advisory Committee last month, and so I just want to say I would hope that for the new board that is ushering in a new era, that, you know, they remain curious. Curious about not only alternatives to non-policing, but also to what can disability, changing disability culture, what can that look like, and taking that into consideration

without -- like, maybe attending the ADA Advisory Committee meetings, they were really insightful. And so remaining curious on what disability and accessibility, what that really means, how it changes, how it can be flexible.

And I'm just really grateful overall for being able to be a part of this process. And thank you, again, Acting President Leerhsen. I think the report really highlights just so many years of really strong work. Wow. That's all. Thank you.

CHAIRMAN BARCLAY: Thank you. Our next order of business is the approval of the minutes of the regular board meeting of July 8th, 2026. May I have a motion to approve?

DIRECTOR REQUEJO: So moved.

DIRECTOR JHA: Second.

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

DIRECTOR JHA: Yes.

SECRETARY GREENLEE: Director Requejo?

DIRECTOR REQUEJO: Abstain.
SECRETARY GREENLEE: Director Ortiz?
DIRECTOR ORTIZ: Yes.
SECRETARY GREENLEE: Chairman Barclay?
CHAIRMAN BARCLAY: Yes.
SECRETARY GREENLEE: Director Eaddy?
DIRECTOR EADDY: Yes.
SECRETARY GREENLEE: Director Diego-Johnson?
DIRECTOR DIEGO-JOHNSON: Yes.
SECRETARY GREENLEE: The motion passes. We'll note for the record that Director Requejo abstained. And also note for the record that we still have a quorum, but that Director Jakes has left the meeting.
CHAIRMAN BARCLAY: Our next item of business is the construction report. Bill Mooney?

MS. LEERHSEN: Good morning.
MS. OHS: Hi. Good morning. My name is Grace Ohs. I'm vice President of Capital Construction.
DEPOSITION OFFICER: Sorry. What's your last name?

MS. OHS: Ohs. It's spelled O-H-S.

DEPOSITION OFFICER: Thank you.

MS. OHS: And I'm here to present the construction report on behalf of Bill Mooney who is out. Good morning. Thank you for this opportunity to present. I'm going to highlight the event that President Leerhsen spoke about at Austin station opening. So, I will go through to those of the report.

Okay. So, just sharing some photos. This past Friday, we were able to reopen the Austin station with a new elevator and accessible path ramp outside that station. We were joined by Acting President Nora Leerhsen, Governor Pritzker, Mayor Brandon Johnson, Congressman Danny Davis, Chairperson Barclay as well. Thank you for being there. And as well as a community organizer from Build and Cook County Commissioner Tara Stamps.

With the opening of Austin, we hit a milestone of 110 out of our 146 rail stations becoming accessible, bringing us to 75 percent accessibility on our rail stations. We were also able to bring improvements in the back of house stations with new electrical and communications facilities to modernize and bring this station up

to a state of good repair. We also have a new ADA compliant restroom for our customer assistance in the station, as well as a new CA kiosk and modern signage for customers as well.

Here, we see the opening remarks for the station opening, and then the ribbon cutting outside of the new entrance. And then finally, a photo of the new station. And to the right in this photo, you can see the new ramp. And inside the station you have the new elevator, which is in service.

As President Leerhsen mentioned, we were able to keep this station open for passenger use by using this auxiliary entrance at that time for Mason, and we will convert that into an exit only, thereby also increasing fire safety at this station.

This station continues our efforts to bring the entire rail system up to accessible standards by 2030, and we're making progress, and we'll continue those efforts in the near future with California, followed by Montrose, and then Oak Park. So, that is the construction report today. Thank you.

MS. LEERHSEN: So, thank you, Grace.

Ma'am, could you state your name, first and last name, please?

MS. JOHNSON: Sure. So, good afternoon. My name is Brittany Johnson. I am presenting on behalf of the Diversity Programs Department. So, I will begin with an update on the Red Line Extension program as a whole. Through June 30th, 2026 to date, DBEs have been awarded more than $317 million to date. That represents 161 unique DBE firms on the project, including 42 firms that are new to working with CTA. As construction activity increases, we will begin reporting workforce numbers associated with these contracts to provide a fuller picture of participation across the project as a whole.

Turning to the design build, specifically the design phase of the project, we have awarded over $41 million to date to 24 unique DBE firms, with seven firms new to working with CTA. At this stage, 19 percent of the 25 percent of the DBE commitment has been awarded. We continue to work closely with the prime contractor, Walsh Frinzy (ph), to ensure that the

entire DBE community is aware of upcoming opportunities and fully engaged in the project pipeline.

And so, I would like to highlight our Workforce Connection event that was mentioned by Acting President Nora Leerhsen. So, we held the first event at the RLE Community Center on July 7th. This event was designed for community members interested in careers in the construction trades and drew 50 attendees demonstrating strong interest and engagement.

Each month, a member of the Diversity Workforce Initiatives team, along with our workforce partners, will be available at the RLE community office to provide direct support to individuals seeking employment in the construction trades. These sessions give residents the opportunity to explore career pathways on other major CTA projects, learn about pre-apprenticeship training programs, and review open roles tied specifically to the RLE project.

This ongoing initiative strengthens our workforce pipeline, expands access to the high-quality construction trades careers, and ensures

that community members have clear, supported pathways into the jobs created by the RLE project. It reflects our commitment to building not only infrastructure, but also opportunity.

And lastly, here are the events that we attended during the month of July. We had a meeting with Unidos in Construction, HACIA for their summer networking event, and AACA's second annual Contractors' Day. And this concludes my report.

MS. LEERHSEN: Thank you.

CHAIRMAN BARCLAY: Ms. Johnson, let me ask you, how are complaints handled if DBEs are feeling like they were bidded into a process but aren't being recognized at the end? How are those handled?

MS. JOHNSON: Can you ask that one more time?

CHAIRMAN BARCLAY: If someone's numbers were used in the bid and they're not getting work, how do you handle those kinds of complaints?

MS. JOHNSON: Initially, when we evaluate the project, we reach out to people to make sure that they are on the project because

they have to sign the document stating that. And then throughout the course of the contract, we do regular site visits and desk audits where we reach out to those firms, we go to their place of business, we meet with them, we check in to see what's going on on the project. And if they are having issues with getting work on the project, we have a meeting with the contractor to make sure they are being treated fairly, and if they're not, work to resolve those issues so that they are being used on the project correctly.

CHAIRMAN BARCLAY: Thank you.

SECRETARY GREENLEE: Any other questions?

VOICES: No questions.

SECRETARY GREENLEE: Thank you.

CHAIRMAN BARCLAY: Our next item on the agenda is executive session. Attorney Baker, it is my understanding that we do not have an executive session today.

ATTORNEY BAKER: That's correct, Chairman. We do not have one. However, we vetted with our board members the executive session minutes from June 10th, 2026, and we're

recommending that they be entered into the record.

CHAIRMAN BARCLAY: May I have a motion to approve the executive session minutes of June 10th, 2026?

DIRECTOR REQUEJO: So moved.

DIRECTOR JHA: Second.

SECRETARY GREENLEE: It's been moved by Director Raquejo, seconded by Director Jha that the executive session minutes from June 10th, 2026 be approved as submitted. We will take a roll call vote. Director Jha?

DIRECTOR JHA: Yes.

SECRETARY GREENLEE: Director Requejo?

DIRECTOR REQUEJO: Abstain.

SECRETARY GREENLEE: Director Ortiz?

DIRECTOR ORTIZ: Yes.

SECRETARY GREENLEE: Chairman Barclay?

CHAIRMAN BARCLAY: Yes.

SECRETARY GREENLEE: Director Eaddy?

DIRECTOR EADDY: Yes.

SECRETARY GREENLEE: Director Diego-Johnson?

DIRECTOR DIEGO-JOHNSON: Yes.

SECRETARY GREENLEE: The motion passes

with five votes in favor, one abstention.

CHAIRMAN BARCLAY: We will now address board agenda item 8, board matters. Georgette, do we have any board matters today?

SECRETARY GREENLEE: Mr. Chairman, there is one board matter for today, which is a resolution of appreciation for the members of the Chicago Transit Board of Directors. And I believe I'm going to read the resolution.

Whereas, the Chicago Transit Board of Directors serves as the governing body of the Chicago Transit Authority, one of the largest transit agencies in the United States, and is entrusted with the responsibility of providing effective governance, responsible stewardship, and strategic oversight on behalf of the millions of riders who rely upon its services,

and whereas, the current members of the board have served during a consequential and transformational period for the authority and the region, guiding the agency through significant challenges and opportunities, and contributing to a meaningful chapter in its history,

and whereas, throughout its tenure, this

board has demonstrated thoughtful leadership, oversight, and responsible stewardship, maintaining a focus on service improvement, safety, accessibility, customer experience, workforce development, financial sustainability, and responsible investment in the authority's future,

and whereas, under the board's governance, the authority has achieved significant milestones, including substantial post-pandemic ridership recovery, record levels of operator hiring, service expansions and enhancements, and the securing of historic public funding necessary to sustain and strengthen the authority's service,

and whereas, this board advanced one of the most significant capital investments in the authority's history through its approval of the design-build contract for the Red Line Extension Project, moving a long-awaited project from planning to construction, and laying the foundation for transformative improvements to mobility and access for the communities it will serve,

and whereas, this board approved

significant capital investments in the authority's infrastructure, including critical system renewal initiatives and investments through the authority's Refresh and Renew and All Stations Accessibility programs to improve the condition, accessibility, reliability, and long-term sustainability of the system,

and whereas, recognizing the importance of innovation to the authority's continued success, this board championed and supported initiatives through the CTA Innovation Studio designed to improve service, enhance operations, strengthen customer experience, and advance new approaches to meeting the evolving needs of riders,

and whereas, this board demonstrated commitment to fiscal stewardship, approving a balanced operating budget in each fiscal year of its tenure, while supporting the investments necessary to maintain and improve the authority's services, workforce, and infrastructure,

and whereas, this board's approval of the fiscal year 2026 budget represented a historic level of funding for the authority and the region,

providing critical resources to sustain essential public transit services while strengthening the authority's financial foundation for the future,

and whereas, this board also enhanced engagement with its statutory advisory committees, convened its inaugural board retreat and continued efforts to align board priorities with the authority's strategic goals,

and whereas, under the leadership of Chairman Lester Barclay, the board navigated a period of significant change with a steadfast commitment to the authority's mission and a continued focus on the needs of riders, employees, and communities the agency serves,

and whereas, the accomplishments of the board reflect the collective contributions of each director, Lester Barclay, Bernard Jakes, Rosa Ortiz, Neema Jha, Roberto Requejo, Michael Eaddy, and Lily Diego-Johnson, whose diverse experiences and perspectives and their collective commitment to public service strengthened the board's deliberations and contributed to decisions that will have a lasting impact on the authority and the communities it serves,

and whereas, the decisions, investments, and progress advanced during this period will extend well beyond the tenure of this board, establishing a lasting legacy of service, modernization, accessibility, innovation, and responsible stewardship, and positioning the authority for its continued progress in the years ahead,

now, therefore, be it resolved that this resolution shall stand as a lasting expression of appreciation for the service of the sitting members of the Chicago Transit Board of Directors and for the enduring contributions they have made to the continued advancement and success of the Chicago Transit Authority. Entered on this Wednesday, August 12th, 2026.

I'd ask that everybody stand up and applaud.

CHAIRMAN BARCLAY: Thank you, Georgette. It is an honor to serve on this board and particularly to have the opportunity to serve as chair during such a significant time in the history of the Chicago Transit Authority. I came to CTA in 1979 as a summer intern

worker. Some of you know my story. A gentleman who trained me said, Get here on time, work hard, and someday you might just be the chairman of the board. And so 40 years later, I answered that call when the mayor reached out. I'm probably the only chair that's worn the uniform as I was a conductor on the train one summer.

When I think about the work of this board, I think about the challenges we had inherited and the challenges we faced together. We navigated a global pandemic that fundamentally changed how people use our system. We faced significant financial uncertainty, difficult service decisions, concerns about safety and public confidence, and the need to make major investments in the future of the agency.

Through all of it, this board continued to show up, ask questions, make important decisions, and remain focused on our responsibility to our riders. The challenges were significant, but so was the commitment to meet them. And that commitment was not limited to this board. The progress we have made is a reflection of the people who keep this system moving every

day.

I want to recognize the professionalism and dedication of the CTA employees. They continue to come to work and serve our city through circumstances none of us could have anticipated.

To my colleagues on the board, thank you. Each of you brought your own experience, perspective, commitment to public service to this work. We may not have always agreed, but we do not always approach an issue from the same perspective. But to me, that is part of the value of a strong board. Our decisions are better when they are informed by thoughtful discourse and diverse points of view.

I'm proud of what we have accomplished together, From the recovery and growth in service, to investments in our workforce and infrastructure, to advancing accessibility, safety, innovation, and the financial stability of this great agency. I believe the work of this board will have a lasting and positive impact on CTA. Some of the decisions this board made will produce results that we can see today. Others

will take years to fully realize. But I believe the work we have done has positioned this agency for continued progress and has created a foundation that will benefit riders, employees, and the communities we serve in our great city for years to come.

Thank you to my colleagues, to our employees, and to everyone who has contributed to this work on this board, including our great board office workers, our secretary of the board, our chief of staff of the board, and all those who work behind the scenes to make this board function effectively. Thank you from the bottom of my heart.

I'll now open it up to any other board members who may want to comment.

DIRECTOR ORTIZ: I am humbled by this experience to serve among each of you, among all our staff, leadership. Everyone has led in so many different ways, and everyone has shared so much of their own personal experience, their own personal expertise and strengths, and I couldn't be more thankful, grateful, and again, humbled to be among all of you and serve in this role.

I think we have accomplished a lot. It hasn't been easy, but I think we have always had faith in each other and faith in the work that we can do to make our city more equitable, and I think we have been doing that. So thank you to everyone. Just really excited and thankful for all that we have accomplished together. Thanks.

DIRECTOR REQUEJO: I want to thank -- first of all, thank you, Georgette, for that beautiful resolution.

SECRETARY GREENLEE: May I just say one thing?

DIRECTOR REQUEJO: Yes.

SECRETARY GREENLEE: So we also have to thank April Morgan. She is our wordsmith for the resolution, and she deserves a lot of applause.

DIRECTOR REQUEJO: Thank you for sharing the credit. Beautiful resolution. I wanted to just take a moment to reflect on the last two-and-a-half years that I've been a member of this board at a time that we keep calling unprecedented, and it's becoming a cliche, but it is unprecedented.

When I came on, the agency was still climbing out of a hole. Ridership was slowly

recovering, but the scars of the pandemic run deep, and they were running in our finances, in our workforce, and the habits of riders that hadn't come back. But I remember a milestone, one million rides in a single day on May 2024. That was the first time since Covid, and for me, that was a signal. A signal that Chicagoans wanted to come back and to ride, and our workers made it possible. And today we saw in the report, in our June 2026 numbers, well over 30 million rides. One million rides per day on average. And that milestone from 2024 is now the floor to build the next era of transit.

We also lived through very hard moments. For me, the hardest ones were the violence in our system. I'll say on a personal level, Labor Day will never be the same for me, being the day that we experienced the horrible mass shooting and the killing of four of our riders. That's always going to stay personally with me.

But it wasn't just the shootings, it was the assaults, and it was the fear of our riders and our workers, carrying that fear every day, and that demands more than quick answers, and I push

hard for us to think beyond the binary of police and security guards, and to invest in transit ambassadors and supportive services for unhoused riders, and the kind of human presence that makes a system a community.

And I'm proud of CTA for embracing the push, and I'm really thrilled to see the partnership that CTA is growing and starting today with our nonprofit sector. And I'm certain that if we all come together, the current 30 percent reduction in violent crime will be 100 percent reduction in the system.

And then the NITA Act, right, it's truly historic. We have an additional $1.5 billion in stable and dedicated transit funding. So, no more fiscal cliffs, and no more planning for service cuts, and no more planning for cutting jobs. And I think the new governance structure, which has real regional accountability and incentives to collaborate, is a reform that the system needed for a long time. I am proud of having helped create the legislation, and I'm glad it passed, and I'm even more glad that the dollars are already flowing, and that the new boards will

start in just a few weeks.

So before I leave, I wanted to acknowledge, first of all, you, Nora, because you stepped into one of the hardest public service jobs in Chicago at a very, very difficult moment, and you did it with steadiness, and you did it with seriousness, and you did it with grace. And you did it being the first woman to lead this agency in its history, and that matters. So first of all, I'm very grateful for your leadership.

I also want to thank the leadership team, Bill, Molly, Cara, Tom, Don, Juan Pablo, Sisavanh, many others, and, of course the board staff who made this work possible behind the scenes, Georgette, April, Adrienne, Paris. Every meeting, every report, every briefing, every text and call helped this board make better decisions, and it had your fingerprints on it.

To the bus operators and to the rail engineers, to the maintenance crews, to the station attendants, you are the CTA, not the board, not the plans, not the press releases. You are. And you showed up through a pandemic, through a public safety crisis, through leadership

transitions, through a fiscal cliff, and riders owe you, and so do I, and will I.

And to the riders and transit advocates who showed up to public comment and called legislators and kept me accountable for what I said I would do, thank you for caring so much and for taking the time from work to show up and taking time from your family and putting yourselves up here, which is very intimidating for many people, and for your calls and emails with your hopes and with your expectations.

To the incoming board, you will enter a truly exciting moment. NITA gives you the tools and the resources that previous boards could only dream of. But a tool is only as good as the hand that holds it, so use those tools well. Use them to bring transit frequency to the standards that we see in cities across the world. Use them to make the system feel safe and dignified for every rider, no matter where they live. Build equitable transit-oriented development in every community and around every station to lift neighborhoods and open opportunity, because there's nothing sadder for me than a station surrounded by vacant land.

And do not let the new structure become another layer of bureaucracy. Make it work for people.

So, in closing, it just so happens that tomorrow is the 25th anniversary of my arrival to Chicago. And as such, it's also my 25th anniversary as a CTA rider. And being a member of this board has been by far the proudest moment in my career as a professional, but also especially as a rider, and I know I would never have made it here without a CTA station and a bus stop five minutes from the door of my very first apartment in Logan Square, and that's why I feel so strongly about everyone having that very same access. So, I wish the new board the most successful beginning of this new era. And thank you, everyone, for having me here.

DIRECTOR JHA: Okay. I'm going to be super short. Everything that you said. Plus, just thank you. Thank you for this opportunity. It's been a real privilege and I feel very excited. I'll just close with a story. I took the 72 to North Avenue Beach over the weekend and there were so many kids with their beach toys, and that was so special for me to experience because

it was a packed bus that went to the beach.

Along the lines, we heard stories about folks kind of talking about what they were going to do. And I take the 72 all the time, but I had never experienced the extension from Clark and North to the beach, and it was such a pleasant surprise. You literally got off the bus, five steps and you're on the beach. And I had seven or eight people from my family on that bus, and I said, I sit on the board of this and I'm going to carry that.

Among all other things that we've done, I think happiness and joy and access, all of us deserve that. And to be part of that and to forever say that I have been part of this organization is something I'll carry.

So I'll keep it short. Thank you, everybody. Like you said, we are only here once a month, spend some hours to look at what we're doing, but what we allow how the city runs is all on this team. And I can be proud to be associated with CTA for the rest of my life, so I'm going to be a transit advocate for the rest of my life, and I do really appreciate that.

The partnership, thank you for listening. Putting up with all the questions, the curiosity. Please keep asking, can we do this differently? And let's not settle for just because we've done this in a way that we don't have to continue. So, if you don't carry anything else, let's carry the curiosity to make this better every single day. Thank you.

DIRECTOR EADDY: Well, I think I had made some statements earliest. And certainly Chairman and Director Requejo, they have been largely all of us. We keep making a lot of those same statements because our sentiments are the same.

But I do want to appreciate Georgette, April, and all of the staff. And certainly each and every one that makes what we do, it makes it look easy or easier. But if it wasn't for people like them that were pulling a lot of the things together, connecting the dots, what we do would be far more difficult. So, I want to just express my appreciation to each of you, and certainly to the leadership that we have enjoyed with Chairman Barclay.

And thank you, Nora, for your leadership as has been stated, during this time. And certainly individuals like Don Bonds and Tom and all. You know, it's been a great learning experience for me. The briefings that we received over this period of time has been like institute, you know, and it has certainly allowed me to grow greatly around transportation and what it all represents. So, I want to appreciate each of you for what you have shared with us over this period of time. It's been a great ride for me. Very grateful.

DIRECTOR DIEGO-JOHNSON: I feel I've said most of what I wanted to say. I do just want to echo that I am also humbled. Even though my time here was short, I was made to feel so welcomed by everyone. So, I very much appreciate all the CTA staff, all the board members, my colleagues. I thank President Leerhsen for just being so willing to help me learn. And I hope that we continue to move forward, continue asking the hard questions, continue with curiosity.

And I also am a person who has grown up in Chicago all my life, and I never thought I

would be on the CTA board as a disabled person, as a Latina, as an immigrant, as a queer woman. I never believed I would be here. And so I just want to thank you all for allowing me to share my knowledge and my expertise, and please continue remaining curious and inquisitive. Thank you.

CHAIRMAN BARCLAY: Our final order of business is new business. Georgette, is there any new business?

SECRETARY GREENLEE: Chairman Barclay, there is no new business.

CHAIRMAN BARCLAY: Since there is no further business to come before the board, may I have a motion to adjourn the Chicago Transit Board meeting of August 12, 2026?

DIRECTOR REQUEJO: So moved.

DIRECTOR JHA: Second.

SECRETARY GREENLEE: It's been moved by Director Requejo, seconded by Director Jha that the Chicago Transit Authority Board meeting for August 12, 2026 be adjourned at 12:26 p.m. We'll take a roll call vote. Director Jha?

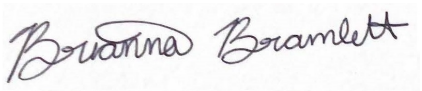
DIRECTOR JHA: Yes.

SECRETARY GREENLEE: Director Requejo?

DIRECTOR REQUEJO: Yes.
SECRETARY GREENLEE: Director Ortiz?
DIRECTOR ORTIZ: Yes.
SECRETARY GREENLEE: Chairman Barclay?
CHAIRMAN BARCLAY: Yes.
SECRETARY GREENLEE: Director Eaddy?
DIRECTOR EADDY: Yes.
SECRETARY GREENLEE: Director Diego-Johnson?
DIRECTOR DIEGO-JOHNSON: Yes.
SECRETARY GREENLEE: Chairman Barclay, the motion passes.
CHAIRMAN BARCLAY: Thank you. Have a great afternoon.
(Off the record at 12:26 p.m.)

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DEBRA MCCOSTLIN

AUGUST 19, 2026

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