

1  
2 CHICAGO TRANSIT AUTHORITY  
3 OCTOBER 2022 COMMITTEE ON STRATEGIC PLANNING AND  
4 SERVICE DELIVERY BOARD MEETING  
5

6 Held via videoconference

7 on

8 October 14th, 2022

9 at

10 9:34 a.m.

11 at

12 567 West Lake Street, 2nd Floor,  
13 Chicago, Illinois 60661  
14

15  
16 STENOGRAPHIC REPORT OF PROCEEDINGS via  
17 videoconference had in the above-entitled cause  
18 held at the Chicago Transit Authority Headquarters,  
19 567 West Lake Street, 2nd Floor, Chicago, Illinois,  
20 Johnny Miller, presiding.  
21

22  
23 REPORTED BY: Margaret E. Mecklenborg, CSR

24 LICENSE NO.: 084-004495



1 BOARD MEMBERS:

2 MR. LESTER L. BARCLAY, Director;

3 MS. NEEMA JHA, Director;

4 MS. MICHELE A. LEE, Director;

5 REV. JOHNNY L. MILLER, Chairman;

6 MS. ROSA ORTIZ, Director;

7 MR. ALEJANDRO SILVA, Director;

8 MR. DORVAL R. CARTER, JR., President;

9 MR. GREGORY LONGHINI, Secretary;

10 MR. KENT RAY, General Counsel.

11  
12 ABSENT:

13 DR. L. BERNARD JAKES, Director.

14  
15 PRESENTERS:

16 MR. JEREMY FINE, Chief Financial Officer;

17 MS. LEAH MOONEY,  
18 Director of Strategic Planning and Policy;

19 MR. WILLIAM MOONEY,  
20 Chief Infrastructure Officer;

21 MR. THOMAS MCKONE,  
22 Chief Administrative Officer.

23 MS. ELLEN MCCORMACK, Vice President of  
24 Purchasing and Supply Chain.



1 ALSO PRESENT:

2 MS. VERONICA ALANIS,  
3 Chief of Strategy, Data and Technology;

4 MR. DONALD BONDS, Chief Transit Officer;

5 MS. KAREN BROSNAN, Senior Purchasing Manager;

6 MS. DENISE BUNCH, Board Liaison;

7 MR. MARC BUHMANN, Videographer;

8 MR. MICHAEL CONNELLY, Chief Planning Officer;

9 MS. MICHELE CURRAN, Vice President,  
10 Budget & Capital Finance;

11 MR. ANDREW FULLER, Chief Internal Auditor;

12 MS. CAROLINE GALLAGHER,  
13 Chief Strategy, Data and Technology Officer;

14 MS. ELSA GUTIERREZ, Vice President, Planning;

15 MR. YIN LU,  
16 Risk Management and Compliance Counsel;

17 MS. APRIL MORGAN,  
18 Chief of Staff, Office of the Chairman;

19 MR. HERB NITZ,  
20 Director, Technology Engineering;

21 MR. JUANPABLO PRIETO,  
22 Director, Diversity Programs;

23 MR. BRIAN STEELE,  
24 Vice President of Communication and Marketing;

MR. STEVEN WOOD, Deputy General Counsel;

MS. NANCY-ELLEN ZUSMAN,  
Chief Safety & Security Officer.



1 (whereupon the meeting  
2 convened at 9:34 a.m.  
3 as follows:)

4 SECRETARY LONGHINI: Good morning. I'm Greg  
5 Longhini, the Board Secretary of the Chicago  
6 Transit Board. On -- on October 7th of this year,  
7 Chicago Transit Authority, Office of the Secretary,  
8 issued a notice of change format for meetings of  
9 the Chicago Transit Board scheduled for  
10 October 14th, 2022 due to the Covid-19 pandemic.  
11 There is currently in effect a state-wide disaster  
12 declaration as a result of the Covid-19 pandemic  
13 which has been renewed from month to month since  
14 the start of the pandemic. Pursuant to 7(e) of the  
15 Open Meetings Act, virtual public meetings are  
16 permitted while the disaster proclamation remains  
17 in effect. Because the Governor's disaster  
18 proclamation remains in effect in the State of  
19 Illinois, the meetings on October 14th, 2022 are  
20 being held electronically or virtually for members  
21 of the public. We're now ready to begin the  
22 Committee on Strategic Planning and Service  
23 Delivery. Chairman Miller? Chairman Miller?

24 MR. NITZ: I believe Chairman Miller just



1 dropped off. Standby.

2 SECRETARY LONGHINI: All right. Let's wait for  
3 you to get him back on then.

4 MR. NITZ: Director Miller is rejoining right  
5 now.

6 CHAIRMAN MILLER: Hello?

7 SECRETARY LONGHINI: Chairman Miller, are you  
8 back on?

9 CHAIRMAN MILLER: Yeah. I don't know what  
10 happened. Yeah.

11 SECRETARY LONGHINI: We can start the strategic  
12 planning committee meeting whenever you're ready,  
13 sir.

14 CHAIRMAN MILLER: All right. Thank you so much  
15 then. Good -- good morning. I'd like to call to  
16 order the October the 14th meeting of the Committee  
17 on Strategic Planning and Service Delivery. Will  
18 the secretary call the roll, please?

19 SECRETARY LONGHINI: Yes. Director Lee?

20 DIRECTOR LEE: Present.

21 SECRETARY LONGHINI: Director Jha?

22 DIRECTOR JHA: Present.

23 SECRETARY LONGHINI: Director Ortiz?

24 DIRECTOR ORTIZ: Here.



1 SECRETARY LONGHINI: Director Barclay stepped  
2 away for a few minutes. Chairman Miller?

3 CHAIRMAN MILLER: Here.

4 SECRETARY LONGHINI: Director Silva is joining  
5 the meeting as well. And Director Jakes will not  
6 be here today. We have a quorum of four members of  
7 the committee present right now. We can start the  
8 meeting, Director Miller.

9 CHAIRMAN MILLER: Thank you, Greg. Our first  
10 order of business is the approval of the September  
11 the 14th, 2022 committee minutes. May I have a  
12 motion to approve?

13 DIRECTOR JHA: So moved.

14 DIRECTOR ORTIZ: Second.

15 SECRETARY LONGHINI: Moved by Director Jha.  
16 Seconded by Director Ortiz. Director Lee?

17 DIRECTOR LEE: Yes.

18 SECRETARY LONGHINI: You're -- you're voting  
19 yes, Director Lee?

20 DIRECTOR LEE: Yes. Sorry.

21 SECRETARY LONGHINI: Okay. Director Jha?

22 DIRECTOR JHA: Yes.

23 SECRETARY LONGHINI: Director Ortiz?

24 DIRECTOR ORTIZ: Yes.



1 SECRETARY LONGHINI: Chairman Miller?

2 CHAIRMAN MILLER: Yes.

3 SECRETARY LONGHINI: We have -- the minutes  
4 pass, sir, with four yes votes.

5 CHAIRMAN MILLER: Okay. Our next order of  
6 business is the new farebox procurement  
7 presentation. Molly Poppe?

8 MS. POPPE: Good morning, Chairman Miller and  
9 Directors. I'm Molly Poppe --

10 CHAIRMAN MILLER: Good morning.

11 MS. POPPE: I'm Molly Poppe. I'm the Chief  
12 Innovation Officer here at CTA. And I'm here to  
13 present on the new farebox initiatives that we  
14 receive favorable approval from today. Next slide.  
15 So a little bit of background just -- just to start  
16 and talk a little bit about the vision and -- and  
17 our vision for the future of fare collection. We  
18 have been a leader in fare collection since we  
19 began the Ventra system over ten years ago. In --  
20 in recent years we've really been looking for the  
21 opportunity to build on that investment and look  
22 for more ways to modernize, to integrate and create  
23 a more seam -- seamless fare system. Some of the  
24 goals of our fare collection systems globally that



1 involve both Ventra and the farebox is we want to  
2 make sure we have a high quality and frictionless  
3 customer experience. We want to make sure that we  
4 have a more comprehensive and personalized customer  
5 engagement. We want to establish an ecosystem of  
6 strategic partnerships that ensures that we can be  
7 integrated both with other mobility partners and  
8 also leaders in the technology industry. We want  
9 to create a seamless experience that emphasizes  
10 being proactive with our customers ensuring that  
11 they understand how to use our system, that the  
12 fare collection is easy for them to use and not  
13 reactive. We're not fixing problems on the back  
14 end because they've been -- couldn't understand it  
15 or -- or couldn't make it work. And -- and  
16 critically we also want to make sure this is an  
17 accessible service for all travelers no matter how  
18 they pay, no matter who they are. So with that in  
19 mind, we really wanted to move forward with a  
20 farebox procurement and a farebox installation that  
21 has those goals in mind and really is -- builds on  
22 that vision.

23 Next slide. Just to give a little bit  
24 of -- of I guess history on -- on where we started



1 and what we've done more recently. The fareboxes  
2 that we have today those were installed in the  
3 early 1990s. They were a completely standalone  
4 system on the bus. They are fully mechanical  
5 and -- and they are totally standalone.  
6 Additionally, on fare collection in 1997, we added  
7 the mag strikes and then we added the Chicago Card  
8 or Chicago Plus Card in 2001 which was really the  
9 precursor to Ventra. In 2013 and 2014, we  
10 transitioned to Ventra which was the -- the first  
11 and largest account-based transit fare collection  
12 system in the country. Since then we've really  
13 been focused on how do we continue to expand the  
14 Ventra ecosystem and how do we prepare to  
15 transition our fareboxes to be more modern and be a  
16 system that's integrated with the rest of the bus,  
17 integrated with Ventra so in -- in more recent  
18 times we've -- we've added some components that  
19 make the fare collection and fare payment system a  
20 little bit more seamless with express vending  
21 machines, portable fareboxes. You all may remember  
22 a couple years ago that we launched the fully  
23 redesigned Ventra app which collects 6 to 7 million  
24 dollars every month in -- in fares for both Metra,



1 Pace and CTA and that Ventra app is also integrated  
2 with Divvy. We also launched the Ventra card on  
3 iPhone, Apple watch and Google Pay which has been  
4 tremendously successful with our users who are  
5 really appreciating with the transition of Covid of  
6 a more digital payment contactless. They now have  
7 a Ventra card right in their phone for them  
8 to -- to tap and ride with. Upcoming for us we do  
9 have Ventra 3. As you -- as we've discussed  
10 previously and was approved a couple years ago, we  
11 will be completely overhauling the Ventra back-end  
12 system and installing some new customer facing  
13 tools for fare collection.

14 Next slide. Just a little bit more  
15 background for everyone. The current fareboxes and  
16 vaulting system that we have today requires a  
17 separate operator log-on. As I mentioned, it is  
18 really the standalone system on the bus. It is a  
19 cash and coin collection process that's very old.  
20 It's obviously thirty years old. That's a long  
21 time trying to run cash and coin collection.  
22 There's also not any real-time reporting which can  
23 delay accounting process and does require every bus  
24 to be vaulted every night. So it requires every



1 bus to go through additional time in the garage  
2 and -- and is -- is not as nearly as efficient. We  
3 also have some mechanical components that do  
4 require constant, constant maintenance.

5 Next slide. So with all that in -- in  
6 mind of -- of sort of what's the vision, what have  
7 we done previously and -- and where we stand now, I  
8 also think it's important to remind everyone of why  
9 we move forward with the farebox. We do know Covid  
10 has pushed us to more of a contactless, digital  
11 payment experience but we also know that many of  
12 our riders continue to pay with cash. They like  
13 paying with cash and that is what's accessible to  
14 them in many instances. Currently over 9 million  
15 bus rides are paid with cash each year. These are  
16 tourists, infrequent riders and also individuals  
17 who are unbanked or -- or underbanked. So we do  
18 see cash collection on the bus as both a critical  
19 component of ensuring accessibility for everyone  
20 and also a critical equity -- equity for -- for  
21 CTA.

22 Next slide. So with that all in mind, we  
23 moved forward with a procurement for -- for the new  
24 fareboxes to replace our thirty-seven year old cash



1 and coin farebox and the vaulting equipment. The  
2 procurement and -- and the process was really  
3 focused on ensuring that we maintained a cash  
4 payment option for customers that we could  
5 integrate with Ventra and other bus reporting  
6 systems, that we provided real-time ridership and  
7 revenue information to the fare teams, to the  
8 innovations team, as well as to the finance teams  
9 and operations teams. We also were looking to  
10 generate operational efficiencies that has to do  
11 with not having to vault -- vault that bus or -- or  
12 vault the farebox every day. So we can be more  
13 efficient and have more efficiencies in those bus  
14 garages. And also obviously something that's  
15 thirty-seven years old technology has drastically  
16 improved over three to four decades and so we're  
17 also just looking to build on the technology  
18 enhancements that we've seen in the last three or  
19 four decades to improve the accuracy of fare  
20 collection and to -- to deposits.

21 So next slide. With that in mind,  
22 the -- what we are putting forward today is a  
23 farebox provided by Scheidt and Bachmann. Scheidt  
24 and Bachmann was selected following a



1 competitive -- competitive procurement process and  
2 it's based on our goals for fare collection. So we  
3 are putting forward -- this is a prototype of -- or  
4 a sample if you will of the Scheidt and Bachmann  
5 farebox that we would be looking to install today  
6 under -- under this contract.

7           Next slide. A little bit of background  
8 on -- on costs and -- and project implementation.  
9 The overall cost is 41 million dollars for seven  
10 years. That breaks out to 30 million dollars in  
11 equipment, software and installation which we  
12 anticipate will be a two-year development cycle,  
13 testing and implementation. There will also be a  
14 one-year warranty period of 800,000 and then we'll  
15 have ongoing maintenance and support provided by  
16 Scheidt and Bachmann over five years which is  
17 2.1 million dollars annually. There are additional  
18 options to extend the ongoing maintenance and  
19 support for -- for these fareboxes. The DBE  
20 commitment for this contract is 10.47 which does  
21 exceed the goal of -- of 8 percent. It exceeds the  
22 DBE goal of 8 percent. Before I -- I turn it over  
23 to the directors for questions, I do want to turn  
24 it over to our General Counsel Kent Ray who will



1 read a short statement and then we'll open it up to  
2 questions.

3 MR. RAY: Good morning, Chairman Miller and  
4 directors. I -- as you know, a competitor to the  
5 recommended procure -- vendor on this procurement  
6 has made public contentions in which it intends to  
7 portray CTA's procurement process on this contract  
8 as flawed. It isn't. The fact is that this  
9 unsuccessful vendor submitted its best and final  
10 offer late after the time set by the CTA. Because  
11 of this late submittal, CTA is required to reject  
12 that submittal. We are very satisfied with the  
13 recommended proposal and ask the board to approve  
14 the contract award. Thank you.

15 MS. POPPE: So with that, Chairman Miller, any  
16 questions?

17 CHAIRMAN MILLER: Thank you so much. Good job.  
18 Good job. And spending the time. It looked like  
19 you took care of everything. The elderly with the  
20 cash carry and then this generation that don't  
21 carry cash. It looks -- looks beautiful and so  
22 yes. I support it. And no questions.

23 MS. POPPE: Thank you, Chairman.

24 SECRETARY LONGHINI: Director Lee, do you have



1 any questions?

2 DIRECTOR LEE: No questions. Just thanks,  
3 Molly. I'm looking forward to finally updating and  
4 I always appreciate the commitment to accessibility  
5 too so. And making sure that folks can pay however  
6 they want to is part of that as well. Thanks.

7 SECRETARY LONGHINI: Director Ortiz, any  
8 questions? No?

9 DIRECTOR ORTIZ: Yeah. Thank you. No  
10 questions at this point. Thank you.

11 SECRETARY LONGHINI: Okay. Director Jha, any  
12 questions?

13 DIRECTOR JHA: No questions at this point.

14 SECRETARY LONGHINI: Director Silva?

15 DIRECTOR SILVA: No questions.

16 SECRETARY LONGHINI: No. Chairman Miller, then  
17 we are finished with any questions on this matter.

18 CHAIRMAN MILLER: Thank you. Our next order of  
19 business is a presentation on the Red Line  
20 extension project -- property acquisition process.  
21 Bill Mooney and Leah Mooney. Thank you.

22 MS. MOONEY: Good morning, Chairman and  
23 Directors. Thank you so much. I'm Leah Mooney,  
24 Director of Strategic Planning and Policy. And I'm



1 joined today by Bill Mooney.

2 MS. MOONEY: Bill Mooney, your Chief  
3 Infrastructure Officer.

4 MS. MOONEY: We're excited to talk to you today  
5 about another significant milestone in advancing  
6 this transformational transit equity project. And  
7 today we will have before you two property  
8 acquisition actions. So we're going to talk a  
9 little bit today about the background and provide  
10 some context for these. Go ahead, Herb. So we  
11 have made significant progress in the last several  
12 years. And, in fact, have made more progress in  
13 the last few years than in the last several decades  
14 on this project. This project was originally  
15 driven by the community through the developing  
16 communities project which is now the Red Line  
17 Extension Coalition and they placed a non-binding  
18 referendum on -- on the ballot for the 34th and 9th  
19 ward in 2004 and it passed overwhelmingly  
20 demonstrating that there was community support for  
21 this extension. Following that, CTA took on an  
22 alternatives analysis which is really the first  
23 step in the significant new starts project like  
24 this. The board selected the locally preferred



1 alternative then in 2009 which is the current Union  
2 Pacific Railroad alternative and at the time and  
3 when the direct environmental impact statement was  
4 published there were two options. The east and  
5 west option. Those were then finalized into a  
6 hybrid option combining the best aspects of both  
7 into the preferred alignment which was selected and  
8 made public in early 2018. Following that, we did  
9 additional analysis and we entered the project  
10 development phase of the federal restarts program  
11 in late 2020. Recently, in fact, on August 12th,  
12 we were able to complete our final environmental  
13 impact statements and receive our record of  
14 decision from the Federal Transit Administration.  
15 And that is a significant milestone for the project  
16 and through this phase. And it also allows us to  
17 begin formal negotiations for property. Go ahead,  
18 Herb.

19 we've been talking to the community about  
20 these potential acquisitions since 2016 just before  
21 the draft environmental impact statement was  
22 published. And this has really focused on making  
23 sure that we are providing a consistent presence in  
24 the community, that people who would be impacted by



1 this know who to call. There have been consistent  
2 team members and really regular outreach. Since  
3 that time, we've actually developed a dedicated  
4 portion of the Red Line extension team to focus on  
5 these real estate issues because we know it's such  
6 a significant part of the project and significant  
7 for the community. The acquisition and relocations  
8 team is part of our program management consultant  
9 contract. And outreach methods that we've used  
10 really since the beginning involve sending letters,  
11 certified and regular, but also bringing those same  
12 letters door-to-door and visiting the people.  
13 We've provided community meetings but also office  
14 hours that are sort of drop-in style where people  
15 come in and talk to us. And we've also been  
16 coordinating with elected officials in the area so  
17 that they can also respond to their constituents.  
18 And we have Spanish speaking residents in this area  
19 including Spanish speaking community members that  
20 would be impacted so it's been important to make  
21 sure that our materials are translated and that we  
22 have bilingual team members as well.

23 The timeline for this like I was saying  
24 really started in 2016. That was when we had the



1 east and west options and information that we've  
2 provided at the time was relative to both of those  
3 options. So it was really a larger impact that we  
4 were talking about. In 2018 we narrowed that  
5 impact and we renotified everybody about both  
6 people whose properties would continue to be  
7 impacted and those whose would -- would not be  
8 impacted. We did additional coordination starting  
9 in the summer of 2021 when we were doing some  
10 environmental site assessment of -- of parcels and  
11 then we again had outreach in early 2022 this year  
12 when owners and tenants attend to public events or  
13 we scheduled one-on-one meetings. Again did  
14 additional mailings and door-to-door outreach in  
15 the spring of this year and then when we received  
16 our record of decision, we delivered a letter of  
17 intent which is really the formal notification to  
18 property owners that we want to begin one-on-one  
19 meetings and begin this negotiation process. And  
20 again for us this is really about delivering an  
21 equity project with an equitable approach and that  
22 is something that has been communicated from  
23 leadership and has also been really taken on by  
24 staff as an important value.



1           The property types just to give it an  
2 overall picture. So this is a graphic of our  
3 alignment and it goes from 95th to 130th with these  
4 four stations. So the parcels that would be  
5 impacted are 216. Of those, 103 are privately  
6 owned. The remaining -- remaining parcels are  
7 either owned by institutions or railroads and of  
8 those 103 privately owned parcels which are both  
9 commercial and residential 64 of those are  
10 occupied. The 216 parcels also breaks out into 182  
11 that are actually required for the project. And  
12 then 34 of these are actually potential parcels  
13 that we would use to mitigate for park impact. So  
14 we are actually incorporating a portion of the  
15 Fernwood Parkway on the northwest end here. And  
16 that would be then we would return park land green  
17 space to the park district as a mitigation for  
18 that. And so those parcels are just specific for  
19 that and we would only acquire those through  
20 negotiated sales. I'll now turn it over to Bill  
21 and he's going to talk a little bit about the rules  
22 and regulations governing this and -- and our  
23 approach.

24           MR. MOONEY: Thank you, Leah. As this is an



1 especially complicated process, we wanted to take a  
2 moment and just talk a little bit about the rules  
3 and regulations around the property acquisition in  
4 general but specifically in relationship to the  
5 project. As the project is intended to be  
6 significantly funded through federal funding, the  
7 Uniform Relocation Assistance and Real Property  
8 Policies Act of 1970 really sets forth the guidance  
9 in how we acquire the property as well as provide  
10 for benefits for displaced property owners and  
11 relocation needs related to tenants. The goal of  
12 the act is really to make sure that all people  
13 involved in the transaction are treated fairly and  
14 equitably and receive just compensation for and  
15 assistance in moving from the property they  
16 occupied in which we are -- would be acquiring in  
17 this circumstance. One of the key aspects of the  
18 project will be to provide relocation benefits  
19 specific to businesses and the needs of the  
20 businesses, residential homeowners and the  
21 occupants as well as tenants that may be impacted  
22 by these acquisitions as well. Next slide, Herb.

23 The other guiding principle is the CTA's  
24 policies around procurement and specifically



1 legislation that enacts us to acquire property for  
2 the purpose of construction and operational  
3 purposes. Board Authority is required to acquire  
4 this property and to provide for relocation  
5 payments. This is typically done through an  
6 enabling ordinance. One of which you'll be  
7 considering today. And that usually authorizes the  
8 chief infrastructure officer and general counsel to  
9 acquire and authorize payments on these properties.  
10 The aspect you're being considered for today will  
11 only be relevant to properties under a million  
12 dollars. That is also the threshold for FTA  
13 concurrence on any property acquisition and we'll  
14 also ensure that we are able to promptly pay the  
15 property owners as we acquire the properties.  
16 Especially on relocation aspects. Separate from  
17 these properties is being considered an enabling  
18 ordinance today. There will be third-party  
19 agreements for institutional properties that will  
20 be brought to the board on separate occasions.  
21 Again one of these items being considered today is  
22 with the Cook County Land Bank. We'll be glad to  
23 take any questions on this -- on these  
24 presentations at this point or any of the topics



1 covered.

2 CHAIRMAN MILLER: Thank you, Bill. I have no  
3 questions.

4 SECRETARY LONGHINI: Director Lee, any  
5 questions?

6 DIRECTOR LEE: No questions but just want to  
7 commend everyone on -- on their hard work and  
8 making sure this a fair and equitable process for  
9 everyone involved. So thank you.

10 SECRETARY LONGHINI: Director Ortiz?

11 DIRECTOR ORTIZ: I agree with the comments that  
12 Director Lee mentioned. No questions at this time.  
13 Thank you.

14 SECRETARY LONGHINI: Director Jha?

15 DIRECTOR JHA: No questions.

16 SECRETARY LONGHINI: Director Silva?

17 DIRECTOR SILVA: No questions.

18 SECRETARY LONGHINI: Chairman Miller, there are  
19 no further questions on this presentation.

20 PRESIDENT CARTER: Thank --

21 SECRETARY LONGHINI: President Carter?

22 PRESIDENT CARTER: I'm sorry. Before -- before  
23 we move on, I just want to take a point to  
24 acknowledge a significant milestone in this



1 project. For those of you who have worked with me  
2 over the past seven years, you know that one of my  
3 priorities when I became president was the building  
4 of the Red Line extension and really serving a  
5 community that had been unserved with regards to  
6 transit since, you know, for the past twenty to  
7 thirty years. Taking this step to start the  
8 process to acquiring the property is a huge step  
9 forward in this project and it certainly will send  
10 a message to these communities that we are serious  
11 about moving this project forward and we are  
12 serious about our commitment to bring this project  
13 to fruition as we go forward. So I want to thank  
14 the board for their support for the entire project  
15 and also for their support for this particular  
16 ordinance and the ability to actually go out here  
17 now and start talking to these homeowners and other  
18 institutions about the need to actually acquire the  
19 property to build.

20 DIRECTOR ORTIZ: Thank you for your leadership  
21 on that.

22 CHAIRMAN MILLER: Right. Yes.

23 SECRETARY LONGHINI: Thank you, President  
24 Carter. All right. Chairman Miller, we can move



1 on now I believe.

2 CHAIRMAN MILLER: Thank you. May I have leave  
3 to place both of these items on the omnibus for  
4 board approval?

5 SECRETARY LONGHINI: Chairman Miller, we do not  
6 need to put the presentations on the omnibus but  
7 the next group -- the next two ordinances Bill is  
8 going to talk about we will be doing it with that.

9 CHAIRMAN MILLER: Okay.

10 SECRETARY LONGHINI: Our next order of  
11 business, sir, will be review of the two ordinances  
12 in support of the Red Line extension project.

13 CHAIRMAN MILLER: Okay. All right. As a  
14 presenter --

15 SECRETARY LONGHINI: We can just ask Bill to  
16 make that presentation now, sir, on those two  
17 ordinances.

18 CHAIRMAN MILLER: Yeah. Okay.

19 SECRETARY LONGHINI: Okay.

20 MR. MOONEY: Okay.

21 SECRETARY LONGHINI: So Bill --

22 CHAIRMAN MILLER: Bill Mooney, will you -- will  
23 you continue with that. Okay.

24 SECRETARY LONGHINI: Yeah. You're confusing



1 with that -- with the presentation. So, Bill,  
2 we're ready for the ordinances.

3 MR. MOONEY: Staff is requesting --

4 CHAIRMAN MILLER: Sorry. Thank you.

5 MR. MOONEY: -- related to property  
6 acquisitions associated with the CTA's Red Line  
7 extension project. As part of the proposed 5.6  
8 mile Red Line extension, CTA will be required to  
9 obtain property rights including land, air and  
10 subterranean for construction and continued  
11 operation of the project. First ordinance staff  
12 recommends approval of will designate for  
13 acquisition various parcels of property required  
14 for the project and authorize negotiations for  
15 purchase of those parcels and payment of  
16 relocated -- relocation expenses. Staff is  
17 requesting the board designate the designated  
18 parcels for acquisition which allows for the  
19 negotiation and purchase process to commence and  
20 permit staff to acquire any of the parcels which  
21 have purchase prices with less than a million  
22 dollars without further board authorization with  
23 the approval of the chief infrastructure officer  
24 and the general counsel. Staff will return to the



1 board for separate authorizations for any property  
2 that exceeds a million dollars in value or when  
3 circumstances warrant additional consideration.  
4 Staff is seeking authority to complete acquisitions  
5 up to a total combined limit of \$52,000,000 for  
6 designated parcels. This ordinance would also  
7 authorize payment of relocation expenses up to  
8 \$100,000 per an instance and not to exceed a total  
9 value of 9 million dollars for all occurrences.  
10 Finally, the ordinance would authorize the chief  
11 infrastructure officer and general counsel to  
12 execute right of entry agreements as required and  
13 institute eminent domain proceedings if necessary.

14 Separately staff is recommending approval  
15 of a second ordinance authorizing a land banking  
16 agreement with the Cook County Land Bank Authority  
17 or the CCLBA to acquire, hold, maintain and  
18 transfer various parcels required for the Red Line  
19 extension project. The agreement has a five-year  
20 term but CTA has and identified 93 parcels of  
21 interest that CTA may take possession of at any  
22 time during the agreement. Per the agreement CCLBA  
23 will be charged the CTA a monthly holding cost for  
24 parcel maintenance and administrative fees, plus



1 the land banking fee that covers the overhead  
2 costs. The author is -- the total authorization  
3 being requested under this agreement is \$3,965,000  
4 and -- \$3,965,800. I'll be happy to take any  
5 questions specific to these ordinances.

6 CHAIRMAN MILLER: I have no questions. Thank  
7 you.

8 SECRETARY LONGHINI: would any other board  
9 members have questions on the two specific  
10 ordinances for Bill?

11 DIRECTOR ORTIZ: No questions.

12 DIRECTOR LEE: No questions.

13 SECRETARY LONGHINI: No? Chairman Miller,  
14 there are no questions -- any further questions on  
15 the two ordinances.

16 CHAIRMAN MILLER: Okay. Now may I have leave  
17 to place both of these items on the omnibus for  
18 board approval?

19 DIRECTOR JHA: So moved.

20 SECRETARY LONGHINI: Yes. Moved by Direct Jha.

21 DIRECTOR ORTIZ: Second.

22 SECRETARY LONGHINI: And seconded by  
23 Director Ortiz. All right. Chairman, we can move  
24 on to the next item.



1 CHAIRMAN MILLER: Our -- our next and final  
2 order of business is review of the ordinance  
3 authorizing negotiation of intergovernmental  
4 agreement with the City of Chicago through the  
5 Department of Family and Support Services.  
6 Presenter Tom McKone.

7 MR. MCKONE: Good morning, Chairman Miller and  
8 Directors.

9 CHAIRMAN MILLER: Good morning.

10 MR. MCKONE: Tom McKone, Chief Administrative  
11 Officer. As part of CTA's meeting the moment plan,  
12 we committed to focusing on assisting people  
13 experiencing homelessness, mental health crisis and  
14 drug abuse on our system. To help achieve this  
15 goal, we would like to pursue an intergovernmental  
16 agreement with the City of Chicago's Department of  
17 Family and Support Services to fund additional  
18 social service outreach on our system. In a recent  
19 census -- census of unsheltered homeless  
20 individuals in Chicago, 43 percent indicated that  
21 they were going to spend the night on the CTA.  
22 People sheltering on the CTA continues to be an  
23 ongoing customer and employee concern. We have  
24 been working with our transit peers across the



1 country and this is an ongoing issue in the  
2 industry. As noted by the American Public Transit  
3 Association, transit agencies across the country  
4 are exploring ways to respectfully support persons  
5 who are homeless and minimize impacts to transit  
6 employees and the traveling public. Agencies have  
7 developed important partnerships with law  
8 enforcement, social service agencies, mental health  
9 experts, advocates for persons who are homeless and  
10 others to approach this issue in a more positive  
11 way. We would like to add to our already existing  
12 engagement and outreach efforts to assist those in  
13 experiencing homelessness on the CTA. Chicago  
14 Department of Family and Support Services maintains  
15 contracts with various delegate agencies to provide  
16 services to those experiencing homelessness along  
17 with mental health and drug abuse support. Through  
18 this agreement our goal is to expand the number of  
19 outreach workers on the CTA who are focused on  
20 helping individuals receive the appropriate support  
21 at facility -- facilities outside of the CTA. The  
22 goal of this outreach is not only to engage  
23 individuals residing on the system but to bring  
24 them to the appropriate support services including



1 shelter so they are not using the CTA as a shelter  
2 of last resort. I'm happy to take any questions at  
3 this point.

4 CHAIRMAN MILLER: Wow. No questions. Just a  
5 comment to say thank you all and a good, good  
6 approach for CTA. Thanks.

7 SECRETARY LONGHINI: Director Lee?

8 DIRECTOR LEE: No questions. Just want to say  
9 thank you again for the work and also this is  
10 working towards a more safer, you know, more  
11 accessible but also pleasant experience on the CTA  
12 so thank you.

13 SECRETARY LONGHINI: Director Ortiz?

14 DIRECTOR ORTIZ: I appreciate the partnership.  
15 Thank you for connecting and making that happen.

16 SECRETARY LONGHINI: Director Jha?

17 DIRECTOR JHA: No questions.

18 SECRETARY LONGHINI: Director Silva?

19 DIRECTOR SILVA: No questions.

20 MR. MCKONE: Thank you.

21 SECRETARY LONGHINI: Chairman Miller, there are  
22 no further questions on this item.

23 CHAIRMAN MILLER: Since there are no further  
24 questions, may I have leave to place this item on



1 the omnibus for board approval?

2 SECRETARY LONGHINI: Moved by Director Jha.

3 (Chairman Barclay enters  
4 meeting at 10:05 a.m.)

5 DIRECTOR JHA: Second.

6 SECRETARY LONGHINI: Moved by Director Ortiz.

7 You may move on, Chairman Miller.

8 CHAIRMAN MILLER: Thank you. Finally, may I  
9 have a motion to adjourn?

10 SECRETARY LONGHINI: Moved by Director Jha.

11 DIRECTOR ORTIZ: Second.

12 SECRETARY LONGHINI: Seconded by Director  
13 Ortiz. I'll take the roll call vote. Director  
14 Lee?

15 DIRECTOR LEE: Yes.

16 SECRETARY LONGHINI: Director Jha?

17 DIRECTOR JHA: Yes.

18 SECRETARY LONGHINI: Director Ortiz?

19 DIRECTOR ORTIZ: Yes.

20 SECRETARY LONGHINI: Director Barclay, I see  
21 you're back.

22 DIRECTOR BARCLAY: Yes.

23 SECRETARY LONGHINI: Motion to adjourn. Yes?

24 I bet that's a yes. Chairman Miller?



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CHAIRMAN MILLER: Yes.

SECRETARY LONGHINI: Yes. That motion is approved with five yes votes. We are adjourned.

(whereupon, the meeting adjourned at 10:06 a.m.)





<p style="text-align: center;"><b>\$</b></p> <p><b>\$100,000</b> 27:8</p> <p><b>\$3,965,000</b> 28:3</p> <p><b>\$3,965,800</b> 28:4</p> <p><b>\$52,000,000</b> 27:5</p> <hr/> <p style="text-align: center;"><b>1</b></p> <p><b>10.47</b> 13:20</p> <p><b>103</b> 20:5,8</p> <p><b>10:05</b> 32:4</p> <p><b>12th</b> 17:11</p> <p><b>130th</b> 20:3</p> <p><b>14th</b> 4:10,19 5:16 6:11</p> <p><b>182</b> 20:10</p> <p><b>1970</b> 21:8</p> <p><b>1990s</b> 9:3</p> <p><b>1997</b> 9:6</p> <hr/> <p style="text-align: center;"><b>2</b></p> <p><b>2.1</b> 13:17</p> <p><b>2001</b> 9:8</p> <p><b>2004</b> 16:19</p> <p><b>2009</b> 17:1</p> <p><b>2013</b> 9:9</p> <p><b>2014</b> 9:9</p> <p><b>2016</b> 17:20 18:24</p> <p><b>2018</b> 17:8 19:4</p> <p><b>2020</b> 17:11</p> <p><b>2021</b> 19:9</p> <p><b>2022</b> 4:10,19 6:11 19:11</p> <p><b>216</b> 20:5,10</p> <hr/> <p style="text-align: center;"><b>3</b></p> <p><b>3</b> 10:9</p> <p><b>30</b> 13:10</p> <p><b>34</b> 20:12</p> <p><b>34th</b> 16:18</p> <hr/> <p style="text-align: center;"><b>4</b></p> <p><b>41</b> 13:9</p> <p><b>43</b> 29:20</p>	<p style="text-align: center;"><b>5</b></p> <p><b>5.6</b> 26:7</p> <hr/> <p style="text-align: center;"><b>6</b></p> <p><b>6</b> 9:23</p> <p><b>64</b> 20:9</p> <hr/> <p style="text-align: center;"><b>7</b></p> <p><b>7</b> 9:23</p> <p><b>7(e)</b> 4:14</p> <p><b>7th</b> 4:6</p> <hr/> <p style="text-align: center;"><b>8</b></p> <p><b>8</b> 13:21,22</p> <p><b>800,000</b> 13:14</p> <hr/> <p style="text-align: center;"><b>9</b></p> <p><b>9</b> 11:14 27:9</p> <p><b>93</b> 27:20</p> <p><b>95th</b> 20:3</p> <p><b>9:34</b> 4:2</p> <p><b>9th</b> 16:18</p> <hr/> <p style="text-align: center;"><b>A</b></p> <p><b>a.m.</b> 4:2 32:4</p> <p><b>ability</b> 24:16</p> <p><b>abuse</b> 29:14 30:17</p> <p><b>accessibility</b> 11:19 15:4</p> <p><b>accessible</b> 8:17 11:13 31:11</p> <p><b>account-based</b> 9:11</p> <p><b>accounting</b> 10:23</p> <p><b>accuracy</b> 12:19</p> <p><b>achieve</b> 29:14</p> <p><b>acknowledge</b> 23:24</p> <p><b>acquire</b> 20:19 21:9 22:1,3,9, 15 24:18 26:20 27:17</p> <p><b>acquiring</b> 21:16 24:8</p> <p><b>acquisition</b> 15:20 16:8 18:7 21:3 22:13 26:13,18</p> <p><b>acquisitions</b> 17:20 21:22 26:6 27:4</p> <p><b>act</b> 4:15 21:8,12</p>	<p><b>actions</b> 16:8</p> <p><b>add</b> 30:11</p> <p><b>added</b> 9:6,7,18</p> <p><b>additional</b> 11:1 13:17 17:9 19:8,14 27:3 29:17</p> <p><b>Additionally</b> 9:6</p> <p><b>adjourn</b> 32:9,23</p> <p><b>adjourned</b> 33:3</p> <p><b>Administration</b> 17:14</p> <p><b>administrative</b> 27:24 29:10</p> <p><b>advancing</b> 16:5</p> <p><b>advocates</b> 30:9</p> <p><b>agencies</b> 30:3,6,8,15</p> <p><b>agree</b> 23:11</p> <p><b>agreement</b> 27:16,19,22 28:3 29:4,16 30:18</p> <p><b>agreements</b> 22:19 27:12</p> <p><b>ahead</b> 16:10 17:17</p> <p><b>air</b> 26:9</p> <p><b>alignment</b> 17:7 20:3</p> <p><b>alternative</b> 17:1,2</p> <p><b>alternatives</b> 16:22</p> <p><b>American</b> 30:2</p> <p><b>analysis</b> 16:22 17:9</p> <p><b>annually</b> 13:17</p> <p><b>anticipate</b> 13:12</p> <p><b>app</b> 9:23 10:1</p> <p><b>Apple</b> 10:3</p> <p><b>appreciating</b> 10:5</p> <p><b>approach</b> 19:21 20:23 30:10 31:6</p> <p><b>approval</b> 6:10 7:14 25:4 26:12,23 27:14 28:18 32:1</p> <p><b>approve</b> 6:12 14:13</p> <p><b>approved</b> 10:10 33:3</p> <p><b>area</b> 18:16,18</p> <p><b>aspect</b> 22:10</p> <p><b>aspects</b> 17:6 21:17 22:16</p> <p><b>assessment</b> 19:10</p> <p><b>assist</b> 30:12</p> <p><b>assistance</b> 21:7,15</p>	<p><b>assisting</b> 29:12</p> <p><b>Association</b> 30:3</p> <p><b>attend</b> 19:12</p> <p><b>August</b> 17:11</p> <p><b>author</b> 28:2</p> <p><b>authority</b> 4:7 22:3 27:4,16</p> <p><b>authorization</b> 26:22 28:2</p> <p><b>authorizations</b> 27:1</p> <p><b>authorize</b> 22:9 26:14 27:7,10</p> <p><b>authorizes</b> 22:7</p> <p><b>authorizing</b> 27:15 29:3</p> <p><b>award</b> 14:14</p> <hr/> <p style="text-align: center;"><b>B</b></p> <p><b>Bachmann</b> 12:23,24 13:4,16</p> <p><b>back</b> 5:3,8 8:13 32:21</p> <p><b>back-end</b> 10:11</p> <p><b>background</b> 7:15 10:15 13:7 16:9</p> <p><b>ballot</b> 16:18</p> <p><b>Bank</b> 22:22 27:16</p> <p><b>banking</b> 27:15 28:1</p> <p><b>Barclay</b> 6:1 32:3,20,22</p> <p><b>based</b> 13:2</p> <p><b>beautiful</b> 14:21</p> <p><b>began</b> 7:19</p> <p><b>begin</b> 4:21 17:17 19:18,19</p> <p><b>beginning</b> 18:10</p> <p><b>benefits</b> 21:10,18</p> <p><b>bet</b> 32:24</p> <p><b>bilingual</b> 18:22</p> <p><b>Bill</b> 15:21 16:1,2 20:20 23:2 25:7,15,21,22 26:1 28:10</p> <p><b>bit</b> 7:15,16 8:23 9:20 10:14 13:7 16:9 20:21 21:2</p> <p><b>board</b> 4:5,6,9 14:13 16:24 22:3,20 24:14 25:4 26:17,22 27:1 28:8, 18 32:1</p> <p><b>breaks</b> 13:10 20:10</p> <p><b>bring</b> 24:12 30:23</p> <p><b>bringing</b> 18:11</p> <p><b>brought</b> 22:20</p>	<p><b>build</b> 7:21 12:17 24:19</p> <p><b>building</b> 24:3</p> <p><b>builds</b> 8:21</p> <p><b>bus</b> 9:4,16 10:18,23 11:1,15,18 12:5,11, 13</p> <p><b>business</b> 6:10 7:6 15:19 25:11 29:2</p> <p><b>businesses</b> 21:19,20</p> <hr/> <p style="text-align: center;"><b>C</b></p> <p><b>call</b> 5:15,18 18:1 32:13</p> <p><b>card</b> 9:7,8 10:2,7</p> <p><b>care</b> 14:19</p> <p><b>carry</b> 14:20,21</p> <p><b>Carter</b> 23:20,21,22 24:24</p> <p><b>cash</b> 10:19,21 11:12,13, 15,18,24 12:3 14:20, 21</p> <p><b>CCLBA</b> 27:17,22</p> <p><b>census</b> 29:19</p> <p><b>certified</b> 18:11</p> <p><b>chairman</b> 4:23,24 5:6,7,9,14 6:2,3,9 7:1,2,5,8,10 14:3,15,17,23 15:16, 18,22 23:2,18 24:22, 24 25:2,5,9,13,18,22 26:4 28:6,13,16,23 29:1,7,9 31:4,21,23 32:3,7,8,24 33:1</p> <p><b>change</b> 4:8</p> <p><b>charged</b> 27:23</p> <p><b>Chicago</b> 4:5,7,9 9:7,8 29:4,20 30:13</p> <p><b>Chicago's</b> 29:16</p> <p><b>chief</b> 7:11 16:2 22:8 26:23 27:10 29:10</p> <p><b>circumstance</b> 21:17</p> <p><b>circumstances</b> 27:3</p> <p><b>City</b> 29:4,16</p> <p><b>Coalition</b> 16:17</p> <p><b>coin</b> 10:19,21 12:1</p> <p><b>collection</b> 7:17,18,24 8:12 9:6, 11,19 10:13,19,21 11:18 12:20 13:2</p> <p><b>collects</b> 9:23</p> <p><b>combined</b> 27:5</p> <p><b>combining</b> 17:6</p>	<p><b>commence</b> 26:19</p> <p><b>commend</b> 23:7</p> <p><b>comment</b> 31:5</p> <p><b>comments</b> 23:11</p> <p><b>commercial</b> 20:9</p> <p><b>commitment</b> 13:20 15:4 24:12</p> <p><b>committed</b> 29:12</p> <p><b>committee</b> 4:22 5:12,16 6:7,11</p> <p><b>communicated</b> 19:22</p> <p><b>communities</b> 16:16 24:10</p> <p><b>community</b> 16:15,20 17:19,24 18:7,13,19 24:5</p> <p><b>compensation</b> 21:14</p> <p><b>competitive</b> 13:1</p> <p><b>competitor</b> 14:4</p> <p><b>complete</b> 17:12 27:4</p> <p><b>completely</b> 9:3 10:11</p> <p><b>complicated</b> 21:1</p> <p><b>component</b> 11:19</p> <p><b>components</b> 9:18 11:3</p> <p><b>comprehensive</b> 8:4</p> <p><b>concern</b> 29:23</p> <p><b>concurrence</b> 22:13</p> <p><b>confusing</b> 25:24</p> <p><b>connecting</b> 31:15</p> <p><b>consideration</b> 27:3</p> <p><b>considered</b> 22:10,17,21</p> <p><b>consistent</b> 17:23 18:1</p> <p><b>constant</b> 11:4</p> <p><b>constituents</b> 18:17</p> <p><b>construction</b> 22:2 26:10</p> <p><b>consultant</b> 18:8</p> <p><b>contactless</b> 10:6 11:10</p> <p><b>contentions</b> 14:6</p> <p><b>context</b> 16:10</p> <p><b>continue</b> 9:13 11:12 19:6 25:23</p> <p><b>continued</b> 26:10</p> <p><b>continues</b> 29:22</p> <p><b>contract</b> 13:6,20 14:7,14 18:9</p> <p><b>contracts</b> 30:15</p>
---	---	--	---	---	--



<p><b>convened</b> 4:2</p> <p><b>Cook</b> 22:22 27:16</p> <p><b>coordinating</b> 18:16</p> <p><b>coordination</b> 19:8</p> <p><b>cost</b> 13:9 27:23</p> <p><b>costs</b> 13:8 28:2</p> <p><b>counsel</b> 13:24 22:8 26:24 27:11</p> <p><b>country</b> 9:12 30:1,3</p> <p><b>County</b> 22:22 27:16</p> <p><b>couple</b> 9:22 10:10</p> <p><b>covered</b> 23:1</p> <p><b>covers</b> 28:1</p> <p><b>Covid</b> 10:5 11:9</p> <p><b>Covid-19</b> 4:10,12</p> <p><b>create</b> 7:22 8:9</p> <p><b>crisis</b> 29:13</p> <p><b>critical</b> 11:18,20</p> <p><b>critically</b> 8:16</p> <p><b>CTA</b> 7:12 10:1 11:21 14:10,11 16:21 26:8 27:20,21,23 29:21, 22 30:13,19,21 31:1, 6,11</p> <p><b>CTA's</b> 14:7 21:23 26:6 29:11</p> <p><b>current</b> 10:15 17:1</p> <p><b>customer</b> 8:3,4 10:12 29:23</p> <p><b>customers</b> 8:10 12:4</p> <p><b>cycle</b> 13:12</p> <hr/> <p style="text-align: center;"><b>D</b></p> <hr/> <p><b>day</b> 12:12</p> <p><b>DBE</b> 13:19,22</p> <p><b>decades</b> 12:16,19 16:13</p> <p><b>decision</b> 17:14 19:16</p> <p><b>declaration</b> 4:12</p> <p><b>dedicated</b> 18:3</p> <p><b>delay</b> 10:23</p> <p><b>delegate</b> 30:15</p> <p><b>delivered</b> 19:16</p> <p><b>delivering</b> 19:20</p> <p><b>Delivery</b> 4:23 5:17</p>	<p><b>demonstrating</b> 16:20</p> <p><b>Department</b> 29:5,16 30:14</p> <p><b>deposits</b> 12:20</p> <p><b>designate</b> 26:12,17</p> <p><b>designated</b> 26:17 27:6</p> <p><b>developed</b> 18:3 30:7</p> <p><b>developing</b> 16:15</p> <p><b>development</b> 13:12 17:10</p> <p><b>digital</b> 10:6 11:10</p> <p><b>direct</b> 17:3 28:20</p> <p><b>Director</b> 5:4,19,20,21,22,23, 24 6:1,4,5,8,13,14, 15,16,17,19,20,21, 22,23,24 14:24 15:2, 7,9,11,13,14,15,24 23:4,6,10,11,12,14, 15,16,17 24:20 28:11,12,19,21,23 31:7,8,13,14,16,17, 18,19 32:2,5,6,10, 11,12,13,15,16,17, 18,19,20,22</p> <p><b>directors</b> 7:9 13:23 14:4 15:23 29:8</p> <p><b>disaster</b> 4:11,16,17</p> <p><b>discussed</b> 10:9</p> <p><b>displaced</b> 21:10</p> <p><b>district</b> 20:17</p> <p><b>Divvy</b> 10:2</p> <p><b>dollars</b> 9:24 13:9,10,17 22:12 26:22 27:2,9</p> <p><b>domain</b> 27:13</p> <p><b>door-to-door</b> 18:12 19:14</p> <p><b>draft</b> 17:21</p> <p><b>drastically</b> 12:15</p> <p><b>driven</b> 16:15</p> <p><b>drop-in</b> 18:14</p> <p><b>dropped</b> 5:1</p> <p><b>drug</b> 29:14 30:17</p> <p><b>due</b> 4:10</p> <hr/> <p style="text-align: center;"><b>E</b></p> <hr/> <p><b>early</b> 9:3 17:8 19:11</p> <p><b>east</b> 17:4 19:1</p> <p><b>easy</b> 8:12</p> <p><b>ecosystem</b> 8:5 9:14</p> <p><b>effect</b> 4:11,17,18</p>	<p><b>efficiencies</b> 12:10,13</p> <p><b>efficient</b> 11:2 12:13</p> <p><b>efforts</b> 30:12</p> <p><b>elderly</b> 14:19</p> <p><b>elected</b> 18:16</p> <p><b>electronically</b> 4:20</p> <p><b>eminent</b> 27:13</p> <p><b>emphasizes</b> 8:9</p> <p><b>employee</b> 29:23</p> <p><b>employees</b> 30:6</p> <p><b>enabling</b> 22:6,17</p> <p><b>enacts</b> 22:1</p> <p><b>end</b> 8:14 20:15</p> <p><b>enforcement</b> 30:8</p> <p><b>engage</b> 30:22</p> <p><b>engagement</b> 8:5 30:12</p> <p><b>enhancements</b> 12:18</p> <p><b>ensure</b> 22:14</p> <p><b>ensures</b> 8:6</p> <p><b>ensuring</b> 8:10 11:19 12:3</p> <p><b>entered</b> 17:9</p> <p><b>enters</b> 32:3</p> <p><b>entire</b> 24:14</p> <p><b>entry</b> 27:12</p> <p><b>environmental</b> 17:3,12,21 19:10</p> <p><b>equipment</b> 12:1 13:11</p> <p><b>equitable</b> 19:21 23:8</p> <p><b>equitably</b> 21:14</p> <p><b>equity</b> 11:20 16:6 19:21</p> <p><b>establish</b> 8:5</p> <p><b>estate</b> 18:5</p> <p><b>events</b> 19:12</p> <p><b>exceed</b> 13:21 27:8</p> <p><b>exceeds</b> 13:21 27:2</p> <p><b>excited</b> 16:4</p> <p><b>execute</b> 27:12</p> <p><b>existing</b> 30:11</p> <p><b>expand</b> 9:13 30:18</p> <p><b>expenses</b> 26:16 27:7</p> <p><b>experience</b> 8:3,9 11:11 31:11</p>	<p><b>experiencing</b> 29:13 30:13,16</p> <p><b>experts</b> 30:9</p> <p><b>exploring</b> 30:4</p> <p><b>express</b> 9:20</p> <p><b>extend</b> 13:18</p> <p><b>extension</b> 15:20 16:17,21 18:4 24:4 25:12 26:7,8 27:19</p> <hr/> <p style="text-align: center;"><b>F</b></p> <hr/> <p><b>facilities</b> 30:21</p> <p><b>facility</b> 30:21</p> <p><b>facing</b> 10:12</p> <p><b>fact</b> 14:8 16:12 17:11</p> <p><b>fair</b> 23:8</p> <p><b>fairly</b> 21:13</p> <p><b>Family</b> 29:5,17 30:14</p> <p><b>fare</b> 7:17,18,23,24 8:12 9:6,11,19 10:13 12:7,19 13:2</p> <p><b>farebox</b> 7:6,13 8:1,20 11:9 12:1,12,23 13:5</p> <p><b>fareboxes</b> 9:1,15,21 10:15 11:24 13:19</p> <p><b>fares</b> 9:24</p> <p><b>favorable</b> 7:14</p> <p><b>federal</b> 17:10,14 21:6</p> <p><b>fee</b> 28:1</p> <p><b>fees</b> 27:24</p> <p><b>Fernwood</b> 20:15</p> <p><b>final</b> 14:9 17:12 29:1</p> <p><b>finalized</b> 17:5</p> <p><b>finally</b> 15:3 27:10 32:8</p> <p><b>finance</b> 12:8</p> <p><b>finished</b> 15:17</p> <p><b>five-year</b> 27:19</p> <p><b>fixing</b> 8:13</p> <p><b>flawed</b> 14:8</p> <p><b>focus</b> 18:4</p> <p><b>focused</b> 9:13 12:3 17:22 30:19</p> <p><b>focusing</b> 29:12</p> <p><b>folks</b> 15:5</p> <p><b>formal</b> 17:17 19:17</p>	<p><b>format</b> 4:8</p> <p><b>forward</b> 8:19 11:9,23 12:22 13:3 15:3 24:9,11,13</p> <p><b>frictionless</b> 8:2</p> <p><b>fruition</b> 24:13</p> <p><b>FTA</b> 22:12</p> <p><b>fully</b> 9:4,22</p> <p><b>fund</b> 29:17</p> <p><b>funded</b> 21:6</p> <p><b>funding</b> 21:6</p> <p><b>future</b> 7:17</p> <hr/> <p style="text-align: center;"><b>G</b></p> <hr/> <p><b>garage</b> 11:1</p> <p><b>garages</b> 12:14</p> <p><b>general</b> 13:24 21:4 22:8 26:24 27:11</p> <p><b>generate</b> 12:10</p> <p><b>generation</b> 14:20</p> <p><b>give</b> 8:23 20:1</p> <p><b>glad</b> 22:22</p> <p><b>globally</b> 7:24</p> <p><b>goal</b> 13:21,22 21:11 29:15 30:18,22</p> <p><b>goals</b> 7:24 8:21 13:2</p> <p><b>good</b> 4:4 5:15 7:8,10 14:3, 17,18 15:22 29:7,9 31:5</p> <p><b>Google</b> 10:3</p> <p><b>governing</b> 20:22</p> <p><b>Governor's</b> 4:17</p> <p><b>graphic</b> 20:2</p> <p><b>green</b> 20:16</p> <p><b>Greg</b> 4:4 6:9</p> <p><b>group</b> 25:7</p> <p><b>guess</b> 8:24</p> <p><b>guidance</b> 21:8</p> <p><b>guiding</b> 21:23</p> <hr/> <p style="text-align: center;"><b>H</b></p> <hr/> <p><b>happen</b> 31:15</p> <p><b>happened</b> 5:10</p> <p><b>happy</b> 28:4 31:2</p>	<p><b>hard</b> 23:7</p> <p><b>health</b> 29:13 30:8,17</p> <p><b>held</b> 4:20</p> <p><b>helping</b> 30:20</p> <p><b>Herb</b> 16:10 17:18 21:22</p> <p><b>high</b> 8:2</p> <p><b>history</b> 8:24</p> <p><b>hold</b> 27:17</p> <p><b>holding</b> 27:23</p> <p><b>homeless</b> 29:19 30:5,9</p> <p><b>homelessness</b> 29:13 30:13,16</p> <p><b>homeowners</b> 21:20 24:17</p> <p><b>hours</b> 18:14</p> <p><b>huge</b> 24:8</p> <p><b>hybrid</b> 17:6</p> <hr/> <p style="text-align: center;"><b>I</b></p> <hr/> <p><b>identified</b> 27:20</p> <p><b>Illinois</b> 4:19</p> <p><b>impact</b> 17:3,13,21 19:3,5 20:13</p> <p><b>impacted</b> 17:24 18:20 19:7,8 20:5 21:21</p> <p><b>impacts</b> 30:5</p> <p><b>implementation</b> 13:8,13</p> <p><b>important</b> 11:8 18:20 19:24 30:7</p> <p><b>improve</b> 12:19</p> <p><b>improved</b> 12:16</p> <p><b>including</b> 18:19 26:9 30:24</p> <p><b>incorporating</b> 20:14</p> <p><b>individuals</b> 11:16 29:20 30:20, 23</p> <p><b>industry</b> 8:8 30:2</p> <p><b>information</b> 12:7 19:1</p> <p><b>infrastructure</b> 16:3 22:8 26:23 27:11</p> <p><b>infrequent</b> 11:16</p> <p><b>initiatives</b> 7:13</p> <p><b>Innovation</b> 7:12</p> <p><b>innovations</b> 12:8</p> <p><b>install</b> 13:5</p> <p><b>installation</b> 8:20 13:11</p>
--	---	---	--	---	---



<p><b>installed</b> 9:2</p> <p><b>installing</b> 10:12</p> <p><b>instance</b> 27:8</p> <p><b>instances</b> 11:14</p> <p><b>institute</b> 27:13</p> <p><b>institutional</b> 22:19</p> <p><b>institutions</b> 20:7 24:18</p> <p><b>integrate</b> 7:22 12:5</p> <p><b>integrated</b> 8:7 9:16,17 10:1</p> <p><b>intended</b> 21:5</p> <p><b>intends</b> 14:6</p> <p><b>intent</b> 19:17</p> <p><b>interest</b> 27:21</p> <p><b>intergovernmental</b> 29:3,15</p> <p><b>investment</b> 7:21</p> <p><b>involve</b> 8:1 18:10</p> <p><b>involved</b> 21:13 23:9</p> <p><b>iphone</b> 10:3</p> <p><b>issue</b> 30:1,10</p> <p><b>issued</b> 4:8</p> <p><b>issues</b> 18:5</p> <p><b>item</b> 28:24 31:22,24</p> <p><b>items</b> 22:21 25:3 28:17</p> <hr/> <p style="text-align: center;"><b>J</b></p> <hr/> <p><b>Jakes</b> 6:5</p> <p><b>Jha</b> 5:21,22 6:13,15,21, 22 15:11,13 23:14, 15 28:19,20 31:16, 17 32:2,5,10,16,17</p> <p><b>job</b> 14:17,18</p> <p><b>joined</b> 16:1</p> <p><b>joining</b> 6:4</p> <hr/> <p style="text-align: center;"><b>K</b></p> <hr/> <p><b>Kent</b> 13:24</p> <p><b>key</b> 21:17</p> <hr/> <p style="text-align: center;"><b>L</b></p> <hr/> <p><b>land</b> 20:16 22:22 26:9 27:15,16 28:1</p> <p><b>larger</b> 19:3</p> <p><b>largest</b> 9:11</p>	<p><b>late</b> 14:10,11 17:11</p> <p><b>launched</b> 9:22 10:2</p> <p><b>law</b> 30:7</p> <p><b>leader</b> 7:18</p> <p><b>leaders</b> 8:8</p> <p><b>leadership</b> 19:23 24:20</p> <p><b>Leah</b> 15:21,23 20:24</p> <p><b>leave</b> 25:2 28:16 31:24</p> <p><b>Lee</b> 5:19,20 6:16,17,19, 20 14:24 15:2 23:4, 6,12 28:12 31:7,8 32:14,15</p> <p><b>legislation</b> 22:1</p> <p><b>letter</b> 19:16</p> <p><b>letters</b> 18:10,12</p> <p><b>limit</b> 27:5</p> <p><b>locally</b> 16:24</p> <p><b>log-on</b> 10:17</p> <p><b>long</b> 10:20</p> <p><b>Longhini</b> 4:4,5 5:2,7,11,19,21, 23 6:1,4,15,18,21,23 7:1,3 14:24 15:7,11, 14,16 23:4,10,14,16, 18,21 24:23 25:5,10, 15,19,21,24 28:8,13, 20,22 31:7,13,16,18, 21 32:2,6,10,12,16, 18,20,23 33:2</p> <p><b>looked</b> 14:18</p> <hr/> <p style="text-align: center;"><b>M</b></p> <hr/> <p><b>machines</b> 9:21</p> <p><b>made</b> 14:6 16:11,12 17:8</p> <p><b>mag</b> 9:7</p> <p><b>mailings</b> 19:14</p> <p><b>maintain</b> 27:17</p> <p><b>maintained</b> 12:3</p> <p><b>maintains</b> 30:14</p> <p><b>maintenance</b> 11:4 13:15,18 27:24</p> <p><b>make</b> 8:2,3,15,16 9:19 18:20 21:12 25:16</p> <p><b>making</b> 15:5 17:22 23:8 31:15</p> <p><b>management</b> 18:8</p> <p><b>materials</b> 18:21</p> <p><b>matter</b> 8:17,18 15:17</p> <p><b>Mckone</b> 29:6,7,10 31:20</p>	<p><b>mechanical</b> 9:4 11:3</p> <p><b>meeting</b> 4:1 5:12,16 6:5,8 29:11 32:4</p> <p><b>meetings</b> 4:8,15,19 18:13 19:13,19</p> <p><b>members</b> 4:20 6:6 18:2,19,22 28:9</p> <p><b>mental</b> 29:13 30:8,17</p> <p><b>mentioned</b> 10:17 23:12</p> <p><b>message</b> 24:10</p> <p><b>methods</b> 18:9</p> <p><b>Metra</b> 9:24</p> <p><b>mile</b> 26:8</p> <p><b>milestone</b> 16:5 17:15 23:24</p> <p><b>Miller</b> 4:23,24 5:4,6,7,9,14 6:2,3,8,9 7:1,2,5,8, 10 14:3,15,17 15:16, 18 23:2,18 24:22,24 25:2,5,9,13,18,22 26:4 28:6,13,16 29:1,7,9 31:4,21,23 32:7,8,24 33:1</p> <p><b>million</b> 9:23 11:14 13:9,10, 17 22:11 26:21 27:2, 9</p> <p><b>mind</b> 8:19,21 11:6,22 12:21</p> <p><b>minimize</b> 30:5</p> <p><b>minutes</b> 6:2,11 7:3</p> <p><b>mitigate</b> 20:13</p> <p><b>mitigation</b> 20:17</p> <p><b>mobility</b> 8:7</p> <p><b>modern</b> 9:15</p> <p><b>modernize</b> 7:22</p> <p><b>Molly</b> 7:7,9,11 15:3</p> <p><b>moment</b> 21:2 29:11</p> <p><b>month</b> 4:13 9:24</p> <p><b>monthly</b> 27:23</p> <p><b>Mooney</b> 15:21,22,23 16:1,2,4 20:24 25:20,22 26:3, 5</p> <p><b>morning</b> 4:4 5:15 7:8,10 14:3 15:22 29:7,9</p> <p><b>motion</b> 6:12 32:9,23 33:2</p> <p><b>move</b> 8:19 11:9 23:23 24:24 28:23 32:7</p> <p><b>moved</b> 6:13,15 11:23 28:19, 20 32:2,6,10</p> <p><b>moving</b> 21:15 24:11</p>	<p style="text-align: center;"><b>N</b></p> <hr/> <p><b>narrowed</b> 19:4</p> <p><b>negotiated</b> 20:20</p> <p><b>negotiation</b> 19:19 26:19 29:3</p> <p><b>negotiations</b> 17:17 26:14</p> <p><b>night</b> 10:24 29:21</p> <p><b>NITZ</b> 4:24 5:4</p> <p><b>non-binding</b> 16:17</p> <p><b>northwest</b> 20:15</p> <p><b>noted</b> 30:2</p> <p><b>notice</b> 4:8</p> <p><b>notification</b> 19:17</p> <p><b>number</b> 30:18</p> <hr/> <p style="text-align: center;"><b>O</b></p> <hr/> <p><b>obtain</b> 26:9</p> <p><b>occasions</b> 22:20</p> <p><b>occupants</b> 21:21</p> <p><b>occupied</b> 20:10 21:16</p> <p><b>occurrences</b> 27:9</p> <p><b>October</b> 4:6,10,19 5:16</p> <p><b>offer</b> 14:10</p> <p><b>office</b> 4:7 18:13</p> <p><b>officer</b> 7:12 16:3 22:8 26:23 27:11 29:11</p> <p><b>officials</b> 18:16</p> <p><b>omnibus</b> 25:3,6 28:17 32:1</p> <p><b>one-on-one</b> 19:13,18</p> <p><b>one-year</b> 13:14</p> <p><b>ongoing</b> 13:15,18 29:23 30:1</p> <p><b>open</b> 4:15 14:1</p> <p><b>operation</b> 26:11</p> <p><b>operational</b> 12:10 22:2</p> <p><b>operations</b> 12:9</p> <p><b>operator</b> 10:17</p> <p><b>opportunity</b> 7:21</p> <p><b>option</b> 12:4 17:5,6</p> <p><b>options</b> 13:18 17:4 19:1,3</p> <p><b>order</b> 5:16 6:10 7:5 15:18 25:10 29:2</p> <p><b>ordinance</b> 22:6,18 24:16 26:11</p>	<p>27:6,10,15 29:2</p> <p><b>ordinances</b> 25:7,11,17 26:2 28:5,10,15</p> <p><b>originally</b> 16:14</p> <p><b>Ortiz</b> 5:23,24 6:14,16,23, 24 15:7,9 23:10,11 24:20 28:11,21,23 31:13,14 32:6,11,13, 18,19</p> <p><b>outreach</b> 18:2,9 19:11,14 29:18 30:12,19,22</p> <p><b>overhauling</b> 10:11</p> <p><b>overhead</b> 28:1</p> <p><b>overwhelmingly</b> 16:19</p> <p><b>owned</b> 20:6,7,8</p> <p><b>owners</b> 19:12,18 21:10 22:15</p> <hr/> <p style="text-align: center;"><b>P</b></p> <hr/> <p><b>Pace</b> 10:1</p> <p><b>Pacific</b> 17:2</p> <p><b>paid</b> 11:15</p> <p><b>pandemic</b> 4:10,12,14</p> <p><b>parcel</b> 27:24</p> <p><b>parcels</b> 19:10 20:4,6,8,10, 12,18 26:13,15,18, 20 27:6,18,20</p> <p><b>park</b> 20:13,16,17</p> <p><b>Parkway</b> 20:15</p> <p><b>part</b> 15:6 18:6,8 26:7 29:11</p> <p><b>partners</b> 8:7</p> <p><b>partnership</b> 31:14</p> <p><b>partnerships</b> 8:6 30:7</p> <p><b>pass</b> 7:4</p> <p><b>passed</b> 16:19</p> <p><b>past</b> 24:2,6</p> <p><b>pay</b> 8:18 10:3 11:12 15:5 22:14</p> <p><b>paying</b> 11:13</p> <p><b>payment</b> 9:19 10:6 11:11 12:4 26:15 27:7</p> <p><b>payments</b> 22:5,9</p> <p><b>peers</b> 29:24</p> <p><b>people</b> 17:24 18:12,14 19:6 21:12 29:12,22</p> <p><b>percent</b> 13:21,22 29:20</p>	<p><b>period</b> 13:14</p> <p><b>permit</b> 26:20</p> <p><b>permitted</b> 4:16</p> <p><b>personalized</b> 8:4</p> <p><b>persons</b> 30:4,9</p> <p><b>phase</b> 17:10,16</p> <p><b>phone</b> 10:7</p> <p><b>picture</b> 20:2</p> <p><b>place</b> 25:3 28:17 31:24</p> <p><b>plan</b> 29:11</p> <p><b>planning</b> 4:22 5:12,17 15:24</p> <p><b>pleasant</b> 31:11</p> <p><b>point</b> 15:10,13 22:24 23:23 31:3</p> <p><b>policies</b> 21:8,24</p> <p><b>Policy</b> 15:24</p> <p><b>Poppe</b> 7:7,8,9,11 14:15,23</p> <p><b>portable</b> 9:21</p> <p><b>portion</b> 18:4 20:14</p> <p><b>portray</b> 14:7</p> <p><b>positive</b> 30:10</p> <p><b>possession</b> 27:21</p> <p><b>potential</b> 17:20 20:12</p> <p><b>precursor</b> 9:9</p> <p><b>preferred</b> 16:24 17:7</p> <p><b>prepare</b> 9:14</p> <p><b>presence</b> 17:23</p> <p><b>present</b> 5:20,22 6:7 7:13</p> <p><b>presentation</b> 7:7 15:19 23:19 25:16 26:1</p> <p><b>presentations</b> 22:24 25:6</p> <p><b>presenter</b> 25:14 29:6</p> <p><b>president</b> 23:20,21,22 24:3,23</p> <p><b>previously</b> 10:10 11:7</p> <p><b>prices</b> 26:21</p> <p><b>principle</b> 21:23</p> <p><b>priorities</b> 24:3</p> <p><b>privately</b> 20:5,8</p> <p><b>proactive</b> 8:10</p> <p><b>problems</b> 8:13</p> <p><b>proceedings</b> 27:13</p>
---	---	--	--	--	---



<p><b>process</b> 10:19,23 12:2 13:1 14:7 15:20 19:19 21:1 23:8 24:8 26:19</p> <p><b>proclamation</b> 4:16,18</p> <p><b>procure</b> 14:5</p> <p><b>procurement</b> 7:6 8:20 11:23 12:2 13:1 14:5,7 21:24</p> <p><b>program</b> 17:10 18:8</p> <p><b>progress</b> 16:11,12</p> <p><b>project</b> 13:8 15:20 16:6,14, 16,23 17:9,15 18:6 19:21 20:11 21:5,18 24:1,9,11,12,14 25:12 26:7,11,14 27:19</p> <p><b>promptly</b> 22:14</p> <p><b>properties</b> 19:6 22:9,11,15,17, 19</p> <p><b>property</b> 15:20 16:7 17:17 19:18 20:1 21:3,7,9, 10,15 22:1,4,13,15 24:8,19 26:5,9,13 27:1</p> <p><b>proposal</b> 14:13</p> <p><b>proposed</b> 26:7</p> <p><b>prototype</b> 13:3</p> <p><b>provide</b> 16:9 21:9,18 22:4 30:15</p> <p><b>provided</b> 12:6,23 13:15 18:13 19:2</p> <p><b>providing</b> 17:23</p> <p><b>public</b> 4:15,21 14:6 17:8 19:12 30:2,6</p> <p><b>published</b> 17:4,22</p> <p><b>purchase</b> 26:15,19,21</p> <p><b>purpose</b> 22:2</p> <p><b>purposes</b> 22:3</p> <p><b>Pursuant</b> 4:14</p> <p><b>pursue</b> 29:15</p> <p><b>pushed</b> 11:10</p> <p><b>put</b> 25:6</p> <p><b>putting</b> 12:22 13:3</p> <hr/> <p><b>Q</b></p> <p><b>quality</b> 8:2</p> <p><b>questions</b> 13:23 14:2,16,22 15:1,2,8,10,12,13, 15,17 22:23 23:3,5, 6,12,15,17,19 28:5, 6,9,11,12,14 31:2,4, 8,17,19,22,24</p>	<p><b>quorum</b> 6:6</p> <hr/> <p><b>R</b></p> <p><b>Railroad</b> 17:2</p> <p><b>railroads</b> 20:7</p> <p><b>Ray</b> 13:24 14:3</p> <p><b>reactive</b> 8:13</p> <p><b>read</b> 14:1</p> <p><b>ready</b> 4:21 5:12 26:2</p> <p><b>real</b> 18:5 21:7</p> <p><b>real-time</b> 10:22 12:6</p> <p><b>receive</b> 7:14 17:13 21:14 30:20</p> <p><b>received</b> 19:15</p> <p><b>recent</b> 7:20 9:17 29:18</p> <p><b>recently</b> 9:1 17:11</p> <p><b>recommended</b> 14:5,13</p> <p><b>recommending</b> 27:14</p> <p><b>recommends</b> 26:12</p> <p><b>record</b> 17:13 19:16</p> <p><b>Red</b> 15:19 16:16 18:4 24:4 25:12 26:6,8 27:18</p> <p><b>redesigned</b> 9:23</p> <p><b>referendum</b> 16:18</p> <p><b>regular</b> 18:2,11</p> <p><b>regulations</b> 20:22 21:3</p> <p><b>reject</b> 14:11</p> <p><b>rejoining</b> 5:4</p> <p><b>related</b> 21:11 26:5</p> <p><b>relationship</b> 21:4</p> <p><b>relative</b> 19:2</p> <p><b>relevant</b> 22:11</p> <p><b>relocated</b> 26:16</p> <p><b>relocation</b> 21:7,11,18 22:4,16 26:16 27:7</p> <p><b>relocations</b> 18:7</p> <p><b>remaining</b> 20:6</p> <p><b>remains</b> 4:16,18</p> <p><b>remember</b> 9:21</p> <p><b>remind</b> 11:8</p> <p><b>renewed</b> 4:13</p>	<p><b>renotified</b> 19:5</p> <p><b>replace</b> 11:24</p> <p><b>reporting</b> 10:22 12:5</p> <p><b>requested</b> 28:3</p> <p><b>requesting</b> 26:3,17</p> <p><b>require</b> 10:23 11:4</p> <p><b>required</b> 14:11 20:11 22:3 26:8,13 27:12,18</p> <p><b>requires</b> 10:16,24</p> <p><b>residential</b> 20:9 21:20</p> <p><b>residents</b> 18:18</p> <p><b>residing</b> 30:23</p> <p><b>resort</b> 31:2</p> <p><b>respectfully</b> 30:4</p> <p><b>respond</b> 18:17</p> <p><b>rest</b> 9:16</p> <p><b>restarts</b> 17:10</p> <p><b>result</b> 4:12</p> <p><b>return</b> 20:16 26:24</p> <p><b>revenue</b> 12:7</p> <p><b>review</b> 25:11 29:2</p> <p><b>ride</b> 10:8</p> <p><b>riders</b> 11:12,16</p> <p><b>ridership</b> 12:6</p> <p><b>rides</b> 11:15</p> <p><b>rights</b> 26:9</p> <p><b>roll</b> 5:18 32:13</p> <p><b>rules</b> 20:21 21:2</p> <p><b>run</b> 10:21</p> <hr/> <p><b>S</b></p> <p><b>safer</b> 31:10</p> <p><b>sales</b> 20:20</p> <p><b>sample</b> 13:4</p> <p><b>satisfied</b> 14:12</p> <p><b>scheduled</b> 4:9 19:13</p> <p><b>Scheidt</b> 12:23 13:4,16</p> <p><b>seam</b> 7:23</p> <p><b>seamless</b> 7:23 8:9 9:20</p> <p><b>seconded</b> 6:16 28:22 32:12</p> <p><b>secretary</b> 4:4,5,7 5:2,7,11,18,</p>	<p>19,21,23 6:1,4,15, 18,21,23 7:1,3 14:24 15:7,11,14,16 23:4, 10,14,16,18,21 24:23 25:5,10,15,19, 21,24 28:8,13,20,22 31:7,13,16,18,21 32:2,6,10,12,16,18, 20,23 33:2</p> <p><b>seeking</b> 27:4</p> <p><b>selected</b> 12:24 16:24 17:7</p> <p><b>send</b> 24:9</p> <p><b>sending</b> 18:10</p> <p><b>separate</b> 10:17 22:16,20 27:1</p> <p><b>Separately</b> 27:14</p> <p><b>September</b> 6:10</p> <p><b>service</b> 4:22 5:17 8:17 29:18 30:8</p> <p><b>services</b> 29:5,17 30:14,16,24</p> <p><b>servicing</b> 24:4</p> <p><b>set</b> 14:10</p> <p><b>sets</b> 21:8</p> <p><b>shelter</b> 31:1</p> <p><b>sheltering</b> 29:22</p> <p><b>short</b> 14:1</p> <p><b>significant</b> 16:5,11,23 17:15 18:6 23:24</p> <p><b>significantly</b> 21:6</p> <p><b>Silva</b> 6:4 15:14,15 23:16, 17 31:18,19</p> <p><b>sir</b> 5:13 7:4 25:11,16</p> <p><b>site</b> 19:10</p> <p><b>slide</b> 7:14 8:23 10:14 11:5,22 12:21 13:7 21:22</p> <p><b>social</b> 29:18 30:8</p> <p><b>software</b> 13:11</p> <p><b>sort</b> 11:6 18:14</p> <p><b>space</b> 20:17</p> <p><b>Spanish</b> 18:18,19</p> <p><b>speaking</b> 18:18,19</p> <p><b>specific</b> 20:18 21:19 28:5,9</p> <p><b>specifically</b> 21:4,24</p> <p><b>spend</b> 29:21</p> <p><b>spending</b> 14:18</p> <p><b>spring</b> 19:15</p> <p><b>staff</b> 19:24 26:3,11,16,20,</p>	<p>24 27:4,14</p> <p><b>stand</b> 11:7</p> <p><b>standalone</b> 9:3,5 10:18</p> <p><b>Standby</b> 5:1</p> <p><b>start</b> 4:14 5:11 6:7 7:15 24:7,17</p> <p><b>started</b> 8:24 18:24</p> <p><b>starting</b> 19:8</p> <p><b>starts</b> 16:23</p> <p><b>State</b> 4:18</p> <p><b>state-wide</b> 4:11</p> <p><b>statement</b> 14:1 17:3,21</p> <p><b>statements</b> 17:13</p> <p><b>stations</b> 20:4</p> <p><b>step</b> 16:23 24:7,8</p> <p><b>stepped</b> 6:1</p> <p><b>strategic</b> 4:22 5:11,17 8:6 15:24</p> <p><b>strikes</b> 9:7</p> <p><b>style</b> 18:14</p> <p><b>submittal</b> 14:11,12</p> <p><b>submitted</b> 14:9</p> <p><b>subterranean</b> 26:10</p> <p><b>successful</b> 10:4</p> <p><b>summer</b> 19:9</p> <p><b>support</b> 13:15,19 14:22 16:20 24:14,15 25:12 29:5,17 30:4, 14,17,20,24</p> <p><b>system</b> 7:19,23 8:11 9:4,12, 16,19 10:12,16,18 29:14,18 30:23</p> <p><b>systems</b> 7:24 12:6</p> <hr/> <p><b>T</b></p> <p><b>Taking</b> 24:7</p> <p><b>talk</b> 7:16 16:4,8 18:15 20:21 21:2 25:8</p> <p><b>talking</b> 17:19 19:4 24:17</p> <p><b>tap</b> 10:8</p> <p><b>team</b> 12:8 18:2,4,8,22</p> <p><b>teams</b> 12:7,8,9</p> <p><b>technology</b> 8:8 12:15,17</p> <p><b>ten</b> 7:19</p> <p><b>tenants</b> 19:12 21:11,21</p>	<p><b>term</b> 27:20</p> <p><b>testing</b> 13:13</p> <p><b>third-party</b> 22:18</p> <p><b>thirty</b> 10:20 24:7</p> <p><b>thirty-seven</b> 11:24 12:15</p> <p><b>threshold</b> 22:12</p> <p><b>time</b> 10:21 11:1 14:10,18 17:2 18:3 19:2 23:12 27:22</p> <p><b>timeline</b> 18:23</p> <p><b>times</b> 9:18</p> <p><b>today</b> 6:6 7:14 9:2 10:16 12:22 13:5 16:1,4,7, 9 22:7,10,18,21</p> <p><b>Tom</b> 29:6,10</p> <p><b>tools</b> 10:13</p> <p><b>topics</b> 22:24</p> <p><b>total</b> 27:5,8 28:2</p> <p><b>totally</b> 9:5</p> <p><b>tourists</b> 11:16</p> <p><b>transaction</b> 21:13</p> <p><b>transfer</b> 27:18</p> <p><b>transformational</b> 16:6</p> <p><b>transit</b> 4:6,7,9 9:11 16:6 17:14 24:6 29:24 30:2,3,5</p> <p><b>transition</b> 9:15 10:5</p> <p><b>transitioned</b> 9:10</p> <p><b>translated</b> 18:21</p> <p><b>travelers</b> 8:17</p> <p><b>traveling</b> 30:6</p> <p><b>treated</b> 21:13</p> <p><b>tremendously</b> 10:4</p> <p><b>turn</b> 13:22,23 20:20</p> <p><b>twenty</b> 24:6</p> <p><b>two-year</b> 13:12</p> <p><b>types</b> 20:1</p> <p><b>typically</b> 22:5</p> <hr/> <p><b>U</b></p> <p><b>unbanked</b> 11:17</p> <p><b>underbanked</b> 11:17</p> <p><b>understand</b> 8:11,14</p>
--	--	---	--	--	---



**Uniform**  
21:7  
**Union**  
17:1  
**unserved**  
24:5  
**unsheltered**  
29:19  
**unsuccessful**  
14:9  
**Upcoming**  
10:8  
**updating**  
15:3  
**users**  
10:4

---

**V**

**vault**  
12:11,12  
**vaulted**  
10:24  
**vaulting**  
10:16 12:1  
**vending**  
9:20  
**vendor**  
14:5,9  
**Ventra**  
7:19 8:1 9:9,10,14,  
17,23 10:1,2,7,9,11  
12:5  
**virtual**  
4:15  
**virtually**  
4:20  
**vision**  
7:16,17 8:22 11:6  
**visiting**  
18:12  
**vote**  
32:13  
**votes**  
7:4 33:3  
**voting**  
6:18

---

**W**

**wait**  
5:2  
**wanted**  
8:19 21:1  
**Ward**  
16:19  
**warrant**  
27:3  
**warranty**  
13:14  
**Watch**  
10:3  
**ways**  
7:22 30:4  
**west**  
17:5 19:1  
**work**  
8:15 23:7 31:9  
**worked**  
24:1  
**workers**  
30:19  
**working**  
29:24 31:10  
**Wow**  
31:4

---

**Y**

**year**  
4:6 11:15,24 19:11,  
15  
**years**  
7:19,20 9:22 10:10,  
20 12:15 13:10,16  
16:12,13 24:2,7

