CHICAGO TRANSIT BOARD

IN RE THE MATTER:  
REGULAR MEETING

Report of proceedings at the meeting of the above-entitled cause, before Tabitha Watson, an Illinois Shorthand Reporter, 10th day of June, 2020, at the hour of 10:29 a.m., via teleconference.

Reported by: Tabitha Watson, CSR, RPR
License No.: 084-004824
BOARD MEMBERS PRESENT:

MR. TERRY PETERSON, Chairperson

MS. ARABEL ALVA ROSALES

MS. GLORIA CHEVERE

MR. KEVIN IRVINE

MR. BERNARD JAKES

MR. JOHNNY MILLER

MR. ALEJANDRO SILVA


ALSO PRESENT:

MR. DORVAL R. CARTER, JR., President

MR. GREGORY LONGHINI, Secretary

MS. KAREN SEIMETZ, General Counsel

MR. RONALD ESTER

MS. KAMESHA HILL

MS. MOLLY POPPE
MR. LONGHINI: Chairman Peterson, we can begin the board meeting at 10:29 a.m.

CHAIRPERSON PETERSON: Thank you, Greg.

Good morning, everyone. I would like to call to order the regular scheduled meeting of Chicago Transit Board for June 10th, 2020.

Would the secretary call the roll?

MR. LONGHINI: Yes.

Director Chevere?

DIRECTOR CHEVERE: Present.

MR. LONGHINI: Director Jakes?

DIRECTOR JAKES: Here.

MR. LONGHINI: Director Miller?

DIRECTOR MILLER: Here.

MR. LONGHINI: Director Irvine?

DIRECTOR IRVINE: Here.

MR. LONGHINI: Director Alva Rosales?

DIRECTOR ALVA ROSALES: Here.

MR. LONGHINI: Director Silva?

DIRECTOR SILVA: Here.

MR. LONGHINI: Chairman Peterson?

CHAIRPERSON PETERSON: Here.

MR. LONGHINI: Chairman, we have a quorum of the Board with all seven members present.
CHAIRPERSON PETERSON: Thanks, Greg.

The first order of business is public comment. Greg.

MR. LONGHINI: Yes. We have no speakers today, however we do have two people who have sent in written comments. So I'm going to read them. The first one will be from John Morrison that was sent to me yesterday at 1:00 p.m.

Hello, Secretary Longhini and CTA Board. My name is John Morrison. I am a resident of Chicago's Ravenswood neighborhood and I am writing to object to use of the CTA buses to transport police and National Guard to protests and the allegations of threats of punishments for bus drivers who have opposed to this practice.

From the death of Laquan McDonald to the allegations of abuses at Homan Square, to say that Chicago's Police Department has had a fraught relationship with our African-American residents is being generous.

The Chicago Transit Authority, as a service of the people, should not see its purpose co-opted to aid a police department in dire need of reform.
I write today to urge the Board to adopt the following. One, an immediate ban on further usage of CTA vehicles and resources for police enforcement and transportation. Two, investigate allegations of threats against CTA drivers and immediately remove all guilty parties from their roles. Three, issue a public apology to our communities and to your workers and pledge to work with local community organizers to do better going forward. Thank you for your time and consideration. Sincerely, John Morrison.

The second written communication came to me yesterday at 11:50 a.m. From a Sean Wolter, W-O-L-T-E-R.

Hello. My name is Sean Wolter. I live in Logan Square. I am writing to submit a public comment for Wednesday 10 June's meeting. I love the CTA and I never thought I would have to submit a public comment.

The last week has been a wake-up call for me and the city. I don't want the CTA shuttling CTA or aiding law enforcement, immigration, or our military in any way. Let them get a ride from someone else or use their Ventra card and ride as a
civian. Remove surveillance cameras too while you're at it. That's all. Thank you for reading. Keep up the good work.

That concludes the public comment section of today's meeting, sir.

CHAIRPERSON PETERSON: Thank you, Greg.

The next order of business today is the approval of the May 13th, 2020 Board minutes. The minutes were previously distributed. I will now entertain a motion to approve the minutes of the Regular Board Meeting of May 13th, 2020.

DIRECTOR CHEVERE: This is Director Chevere. I move that we approve the minutes of the May meeting.

DIRECTOR ALVA ROSALES: This is Director Alva Rosales. I will second that.

MR. LONGHINI: Thank you. I will now take a rollcall vote.

Director Chevere?

DIRECTOR CHEVERE: Yes.

MR. LONGHINI: Director Jakes?

DIRECTOR JAKES: Yes.

MR. LONGHINI: Director Miller?

DIRECTOR MILLER: Yes.
MR. LONGHINI: Director Irvine?

DIRECTOR IRVINE: Yes.

MR. LONGHINI: Director Alva Rosales?

DIRECTOR ALVA ROSALES: Yes.

MR. LONGHINI: Director Silva?

DIRECTOR SILVA: Yes.

MR. LONGHINI: Chairman Peterson?

CHAIRPERSON PETERSON: Yes.

MR. LONGHINI: That motion to approve the motion passes, sir, with seven yes votes.

CHAIRPERSON PETERSON: Thanks, Greg.

The next order of business is Board matters. Chief Safety and Security Officer Ron Esther will make a presentation.

Ron?

MR. ESTER: Good morning. Ronald Ester, Chief Safety Officer. I'm joined by Kamesha Hill, Senior Manager of Safety -- Safety Management Systems.

This ordinance is for the approval of the Rail and Bus Public Transportation Agency Safety Plan. The Public Transportation Agency Safety Plan PTASP Final Rule 49 CFR Part 673 requires operators of public transportation systems that are recipients or subrecipients of FTA grant funds to develop
safety plans that include processes and procedures
necessary for implementing the safety management
system, SMS.

SMS is a formal top-down organizational
wide approach to managing safety risk and assuring
the effectiveness of the agency's safety risk
mitigation. SMS includes systematic procedures,
practices, and policies for managing risks and
hazards. SMS components include safety management
policy, safety risk management, safety insurance,
and safety promotion.

The final rule became effective on
July 19, 2019. Each transit operator is required
to certify that it has a safety plan meeting the
requirements of the final rule by July 20, 2020.
The deadline has been extended to the end of the
year due to the coronavirus.

CTA's, Chicago Transit Authority's, rail
and bus agency safety plans meet the requirements
of both the Federal Transit Administration and
Illinois SSOA or State Safety Oversight Agency.
Staff recommends approval of both the rail and the
bus agency safety plans.

I'll be happy to take any questions.
CHAIRPERSON PETERSON: Are there any questions from board members for Ron?

All right. Hearing none, Ron, let me just thank you for your presentation and thank you and the staff and to everyone that worked with you in terms of putting the plan together. I really appreciate it.

I will now entertain a motion to approve an ordinance approving the Authority Public Transit Agency Rail and Bus Safety Plan. Do I have a motion?

DIRECTOR CHEVERE: This is Judge Chevere. I move that that plan be accepted.

DIRECTOR ALVA ROSALES: This is Director Alva Rosales. I will second that.

MR. LONGHINI: Thank you. Before I take a rollcall vote, for the record, I forgot to mention this, President Carter and General Counsel Karen Seimetz are also participating in this meeting. I will now take the rollcall vote on Ron's plan.

Director Chevere?

DIRECTOR CHEVERE: Yes.

MR. LONGHINI: Director Jakes?

DIRECTOR JAKES: Yes.
MR. LONGHINI: Director Miller?
DIRECTOR MILLER: Yes.

MR. LONGHINI: Director Irvine?
DIRECTOR IRVINE: Yes.

MR. LONGHINI: Director Alva Rosales?
DIRECTOR ALVA ROSALES: Yes.

MR. LONGHINI: Director Silva?
DIRECTOR SILVA: Yes.

MR. LONGHINI: Chairman Peterson?
CHAIRPERSON PETERSON: Yes.

MR. LONGHINI: That motion is approved with seven yes votes, Chairman Peterson.

CHAIRPERSON PETERSON: Thanks, Greg.

The next order of business is a report from the Committee on Finance, Audit and Budget.

Director Silva?

DIRECTOR SILVA: The Committee on Finance, Audit and Budget met earlier this morning via teleconference. The Committee approved the May 13, 2020 minutes. The Committee reviewed the finance report. The Committee heard the presentation of the independent auditor report for fiscal year 2019.

The committee also reviewed the following
two ordinances. An ordinance authorizing a Locker Location Pilot Program with Amazon.com Services, LLC to install, operate, and maintain package delivery lockers at designated rail stations.

An ordinance authorizing a co-promotional agreement with the City of Chicago through the Department of Assets, Information and Services.

The Committee also reviewed 15 purchase and sales award recommendations.

The Committee approved both ordinances, all 15 contracts, placed them on the omnibus, and recommends the omnibus for Board approval.

That concludes my report, Chairman Peterson.

CHAIRPERSON PETERSON: Thank you, Director Silva. Appreciate it. May I now have a motion to approve the omnibus as stated by Director Silva?

DIRECTOR CHEVERE: I make a motion to approve the omnibus. Judge Chevere.

DIRECTOR ALVA ROSALES: Director Alva Rosales. I will second that.

MR. LONGHINI: Rollcall vote.

Director Chevere?

DIRECTOR CHEVERE: Yes.
MR. LONGHINI: Director Jakes?
DIRECTOR JAKES: Yes.
MR. LONGHINI: Director Miller?
DIRECTOR MILLER: Yes.
MR. LONGHINI: Director Irvine?
DIRECTOR IRVINE: Yes.
MR. LONGHINI: Director Alva Rosales?
DIRECTOR ALVA ROSALES: Yes.
MR. LONGHINI: Director Silva?
DIRECTOR SILVA: Yes.
MR. LONGHINI: Chairman Peterson?
CHAIRPERSON PETERSON: Yes.
MR. LONGHINI: The motion to approve the omnibus as stated is approved with seven yes votes, CHAIRPERSON PETERSON.
CHAIRPERSON PETERSON: Thanks, Greg. Is there any new business, Greg, to come before the Board?
MR. LONGHINI: Yes. President Carter would like to say a few words. So I will now turn this over -- we will now turn this over to President Carter.
PRESIDENT CARTER: Thank you, Greg.
Mr. Chairman, I wanted to basically update you on what CTA's plans are as we enter Phase 3 of
the reopening process, which began last week in the
city of Chicago.

One of the things that we've been doing
literally over the past month or so is starting to
prepare for this phase of the reopening process.
As part of that preparation, I've put together a
task force of senior executives at CTA that was
basically led by our Chief Innovation Officer Molly
Poppe to develop CTA's strategy for approaching
this phase and future phases of reopening as we
move forward.

Many of you heard me talk about the
challenges of reopening public transit before,
particularly given the limited capacity that we
have on public -- on CTA and the challenges of
social distancing, particularly around public
transportation, which is designed to do everything
but social distance.

So Molly and the rest of the task force
have really been working to develop strategies and
communication pieces and information around how we
can engage our customers and prepare them for the
process of using public transit as we go into this
next phase.
So I wanted to take a few minutes to walk through those details with you and I'm going to have Molly talk you through the reopening plans for Phase 3 for CTA and obviously we'll answer any questions that you may have once she completes her presentation.

MS. POPPE: Good morning, Chairman Peterson and members of the Board. As President Carter mentioned, I'm Molly Poppe. I'm the Chief Innovation Officer for the Chicago Transit Authority.

Since the start of the COVID-19 global pandemic, CTA has been actively responding to this crisis and providing critical transportation services to Chicago's essential workers and customers who use it to make essential trips.

As we move forward with this phase, economic and social reopening of the City of Chicago, CTA is prepared with a thoughtful and dynamic plan for our reopening that expands on many of the successful initiatives and operational investments we've made since the start of this crisis.

For our reopening plan, CTA is not only
building on these prior initiatives, but we are also employing multiple new strategies to protect our customers and employees while also maintaining the quality service the region relies on. This includes providing our workforce with personal protective equipment, or PPE, and instituting many social distancing controls throughout our system.

We are running full service continuously throughout the pandemic and plan to do that for all of our reopening phases, which will allow for maximum amounts of social distancing.

We're working in coordination with the Chicago Department of Public Health to establish passenger capacity limits on buses and trains. Our capacity limits are approximately 15 customers on a standard 40-foot bus and approximately 22 customers on 60-foot articulated bus and each train car.

Earlier this week, we watched real-time camera crowd monitoring on train platforms where we are able to monitor any crowding on the train platform and then address any issue via audio announcement on the platform.

We are also providing consistent and easy-to-understand guidance to our customers around
social distancing. This includes encouraging customers to wear a face mask while on the system and also practice good hygiene and other hygiene.

Lastly, we're building a new ridership information task force that will provide our customers with ridership information by hour by bus route. This will really help customers determine when is the best time to ride based on historic ridership trends during this COVID-19 pandemic and enable them to decide when they should ride based on their own unique circumstance.

One area of particular focus since the start of this pandemic has been cleaning. CTA will continue to follow one of the most rigorous cleaning regimens of any US transit agency, which includes cleaning and disinfecting every rail car and bus before it leaves for daily service, disinfecting high-touch services on bus and railcars throughout the day, and routine cleaning of our vehicles and stations.

As part of the reopening, CTA will further enhance our cleaning regimens by exploring new and innovative cleaning technology and strategy.

We're currently utilizing electrostatic
sprayers to support vehicle deep cleaning. We're testing some antimicrobial surface coating, which is applied also to the vehicle interiors. And CTA engineering is reviewing UV light technology to determine efficacy on CTA.

We regularly speak with New York's MTA and other agencies about their experience with UV technology as well as other cleaning technology in the hopes of learning from them and they can learn from us.

CTA is also deploying additional cleaning crews to support even more cleaning at rail terminals and train stations.

We know that continuing to enhance our cleaning protocols and looking for new and innovative techniques can be critical to rebuilding ridership and ensuring customers feel safe on our system.

While CTA has taken significant action to respond to COVID-19 and support the gradual reopening of our city, we're also looking to our customers to be partners in this effort. We ask customers to continue to practice -- continue the practices they have been following for the last two
months. Social distancing, wears masks, washing hands, not boarding crowded trains and buses, and being thoughtful about when they ride again.

As the City and State continue with future phases of reopening, I look forward to discussing those with you and all of the longer-term investments we are seeking in the months to come. Thank you.

CHAIRPERSON PETERSON: Thank you, Molly, for that update.

I would like to now open up to the Board if anyone has any questions for Molly.

DIRECTOR ALVA ROSALES: I just -- this is Director Alva Rosales. So we are offering -- I believe you said in the briefing, we are offering masks and gloves, is that correct?

PRESIDENT CARTER: That's correct, Director Rosales. As part of the initial reopening plan, we will be providing -- and let me be clear about this, we're not -- this is not a long-term provision, but we're going to have an introductory distribution of both hand sanitizers and masks as part of our messaging to encourage customers to wear their mask and to obviously use hand
sanitizer, not only on CTA, but wherever they may be going publicly.

   DIRECTOR ALVA ROSALES: Okay.

   CHAIRPERSON PETERSON: Dorval, question about the hand sanitizer. I know they have the, you know, foam and that. Has there been any thought to sort of, like, alcohol wipes with 75 percent alcohol? You know, they're more smaller packages. Somebody could take one, they could take two. I just don't know the cost. But when you talk about hand sanitizer, what are we talking about in terms of what you're looking to use?

   PRESIDENT CARTER: We're talking about the miniature bottles of hand sanitizer like you can get at a drugstore.

   CHAIRPERSON PETERSON: Okay.

   PRESIDENT CARTER: We -- the hand wipes issue creates a concern for us, one, because it creates more trash on CTA. So we felt the miniature bottles would be a better way of promoting the cleanliness that our customers should utilize when riding our system while not, obviously, increasing the possibility of additional cleaning of CTA.

   CHAIRPERSON PETERSON: Okay. Thanks. Any
other board members have questions for Molly or Dorval?

DIRECTOR JAKES: This is Director Jakes. My question is -- we know that based upon what we've seen in the past few months, that there are some who are defiant as it relates to wearing masks. If persons or a person is on a bus or rail and displays that defiance of not wearing a mask or such, what ways are there, for lack of a better word, to kind of police it if it's making other passengers uncomfortable?

PRESIDENT CARTER: Well, Director Jakes, I think the harsh reality of this conversation, whether it's on a CTA bus or train or in an office building or anywhere else, is that there is no simple way to enforce it. We communicate it, we encourage it, we certainly, you know, provide masks in limited capacity.

But just as the City or the State will tell you, the police department is not going to be enforcing mask wearing anywhere in the city. So part of this comes down to personal accountability and, you know, peer pressure and the enforcement mechanism.
You know, we hope and we're certainly going to encourage and we're going to be communicating and messaging and audio and digital messages constantly about the need to wear masks. But at the end of the day, I have to rely on each individual customer's personal accountability to follow that guidance because the ability to enforce it is extremely limited, if not impossible, in a particular case-by-case situation.

DIRECTOR JAKES: So rail workers or bus operators will not be put in the position to have to confront passengers?

PRESIDENT CARTER: No. They will not. What I don't want is to put our employees in a confrontational situation over this kind of an issue. They will certainly encourage and remind any passenger that they should wear a mask, but that will be the extent of their engagement.

DIRECTOR JAKES: Okay. Thank you.

DIRECTOR MILLER: Yes. Miller here. President Carter, as we're going into Phase 3, has there been any initial preparation coming towards the fall so that we're not caught off guard? I know we can't predict the future, but have we started anything as
it relates to coming into the flu season and all?

PRESIDENT CARTER: Well, as Molly Poppe laid out to you, the work -- our work in terms of subsequent phases and our preparation continues. There are other strategies and technology that we're developing that will come into play later on in the year.

With regards to, you know, a second wave or resurgence of the coronavirus, obviously we already have in place all the protocols that we have been using since the first wave occurred. Those are not being diminished or eliminated. In fact, one of the beauties of the strategies we've been applying here is that they build on top of each other.

So if we did face a situation where there was another need to shelter at home or to start to put more restrictions on people's movements, those protocols as it relates to our employees and our service are already in place and would just be implemented seamlessly as part of any subsequent actions the City or State may take.

DIRECTOR MILLER: Okay. Thank you.

DIRECTOR SILVA: Can you talk about what
New York is doing and what is the difference, okay, with Chicago?

PRESIDENT CARTER: Basically, there's no real difference between New York or Chicago or Philadelphia or Boston or Washington D.C., with one exception. The one exception is that most other transit systems are talking about reinstituting service as part of their phase three, for lack of a better word, part of their reopening plan, which is something CTA has not had to do because we never reduced service.

If you look at the, you know, customer information activities and all the other things that we discuss as part of our plan, from my experience in talking not just to our peers, but also on national conference calls with APTA, the industry in general, everyone is pretty much following the same playbook in terms of their reopening strategies and CTA is certainly in line with what we see as industry practices both in New York as well as in other major transit systems around the country.

DIRECTOR SILVA: Thank you.

DIRECTOR ALVA ROSALES: This is Director Alva
Rosales. I have one other question. So with social distancing, we actually get a limited capacity because we're trying to reach 25 percent and then in the fourth stage, 50 percent. So has there been some, how can I say it, encouraging -- encouragement by the City of Chicago to the businesses to try to extend the telecommuting as much as possible to help --

PRESIDENT CARTER: The short answer to that -- oh, I'm sorry. Go ahead.

DIRECTOR ALVA ROSALES: No. That was my question. That's all it was was reaching, you know, the limited capacity that we are given.

PRESIDENT CARTER: The short answer to that is yes. The City has been communicating, as has CTA, to the business community about continuing to tele-work, staggered work hours, all the things that we think can help manage the capacity of people using our system. That has been integrated into the City's messaging. We have been working very closely with the City on all of the reopening strategies.

In addition to that, CTA itself is reaching out to businesses and is having similar
conversations about what we think are strategies they should be giving to their employees about how to safely use CTA. It's also a great opportunity for us to get more feedback on what the business's plans are in terms of using public transportation for their employees, as well as what their plans are around transit benefits and other programs. So yes, there is a dialog going on around this exact issue as we speak.

DIRECTOR ALVA ROSALES: Thank you.

CHAIRPERSON PETERSON: Directors, any additional questions for Dorval or Molly?

Hearing none, again, Molly thank you so much for that presentation. Really appreciate it and I hope you will continue to keep the Board updated as we enter into the Phase 3 reopening.

Again, I just want to thank Dorval and the team and the staff for all that we've been doing over the past 100 days or more as it relates to the COVID-19 pandemic and the recent protests to end racism and injustice in this City, State, and Country.

I know it's not easy. I know sometimes you have to coordinate with City Hall and sometimes
CPD and OMEC. But I just want to thank, Dorval, you and the team for just doing a great job. And I know it has been long hours for a lot of folks, but I just wanted to say on behalf of the Board, I want to thank you.

I also want to do a shout out to one of our directors, Kevin Irvine. I want to thank him for his advocacy on behalf of the accessible stations. I didn't weigh in on it because Kevin was making the point. During the shutdown, I know there were a number of accessible stations that were shut down and bypassed as a result of the protests that took place. But it was also as a result of Kevin's advocacy that staff went back, shared some of those concerns with City Hall, and I know some of those stations were opened up.

So I wanted to thank the staff, one, for listening to Director Irvine for moving forward with trying to address some of the concerns that he was hearing from the disability community and I really just appreciate his advocacy.

So I want it to just be on record of sharing that, again, thanking the staff, and Dorval, you for your leadership and doing a great
job during this pandemic and the protests to end
racism and all that goes with it in this city and
country and state. But I also just wanted to just
do a shout out for my fellow director for his
continued advocacy and voice on behalf of the
disability community.

So with that, Greg, is there any
additional business, new business to come before
the Board?

MR. LONGHINI: No. There's no new business --

DIRECTOR IRVINE: Chairman Peterson. I don't
mean to interrupt. This is Kevin Irvine. And
thank you for that recognition. And I just want to
say that I appreciate, Dorval, you and your team
are always very, very concerned about accessibility
and responsive when we raise accessibility issues
and this instance was not the exception. So thank
you to everyone on your team for always making
accessibility a priority.

PRESIDENT CARTER: Thank you, Director Irvine.
Just so you know, I think on behalf of all the
staff and executive management team here at CTA, we
certainly appreciate the support the Board has
given us during this time.
As many of you have heard, it has not been an easy period for any of us here at CTA, but we have never had any doubt about the unwavering support that the Board has given us as we work through these challenges and appreciate more than ever the support that the Board has shown not only for myself, but for the entire CTA team in terms of helping manage this unbelievable pandemic and protests and everything else. So thank you very much.

CHAIRPERSON PETERSON: Thanks, Dorval.

Greg, I think you said there's no new business to come before the Board?

MR. LONGHINI: That is correct. What I would like to say though is, just as a reminder, that our July meeting is the 15th, which is the third Wednesday of the month because of the 4th of July holiday. It's usually the second Wednesday, but just to remind everybody, the next board meeting is scheduled for July 15th, the third Wednesday.

That's all, Chairman.

CHAIRPERSON PETERSON: All right. Thanks for that update.

With no further business to come before
the Board, may I have a motion to adjourn?

DIRECTOR CHEVERE: Yes. This is Director Chevere. Before I make that motion to adjourn, I also want to applaud the efforts of President Carter and the entire staff at the CTA for doing a really good job under very, very trying circumstance and I move that this meeting of the Chicago Transit Board be adjourned.

DIRECTOR ALVA ROSALES: This is Director Alva Rosales. I will second that and I will second everything that Director Chevere just said. Thank you, thank you, and thank you.

MR. LONGHINI: Thank you. I will now take a rollcall vote.

Judge Chevere?

DIRECTOR CHEVERE: Yes.

MR. LONGHINI: Reverend Jakes?

DIRECTOR JAKES: Yes.

MR. LONGHINI: Reverend Miller?

DIRECTOR MILLER: Yes.

MR. LONGHINI: Director Irvine?

DIRECTOR IRVINE: Yes.

MR. LONGHINI: Director Alva Rosales?

DIRECTOR ALVA ROSALES: Yes.
MR. LONGHINI: Director Silva?

DIRECTOR SILVA: Yes.

MR. LONGHINI: Chairman Peterson?

CHAIRPERSON PETERSON: Yes.

MR. LONGHINI: The motion to adjourn passes with seven yes votes. So we are adjourned.

(Which were all the proceedings had in the above-entitled cause.)
Tabitha Watson, being first duly sworn, on oath says that she is a court reporter doing business in the State of Illinois and that she reported in shorthand the proceedings of said meeting and that the foregoing is a true and correct transcript of her shorthand notes so taken as aforesaid and contains the proceedings given at said meeting on said date via teleconference.

[Signature]

Certified Shorthand Reporter
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