

1 CHICAGO INFRASTRUCTURE TRUST

2 BOARD OF DIRECTORS MEETING

3

4 BEFORE:

5 CHAIRMAN KURT SUMMERS

6 MS. LESLIE M. DARLING

7 MR. GEORGE MARQUISOS

8 MR. TOM BUDESCU

9 MR. CARL LINGENFELTER

10 MR. JORGE RAMIREZ

11 MR. MATTHEW O'SHEA

12 MS. MARYSUE BARRETT

13 MS. KYM HUBBARD

14 MR. MICHAEL SCOTT, JR.

15 MR. MIGUEL ZARATE

16 MR. SCOTT FALK

17 MR. DAMON SILVERS (via telephone)

18 MS. DEBRA CAFARO (via telephone)

19

20 The meeting of the Chicago Infrastructure

21 Trust, before the Chicago Infrastructure Trust

22 Board of Directors, taken before Victoria E.

23 Rock, CSR, and notary public of Cook County,

24 Illinois, on the 5th day of December, 2017, at

the Metropolitan Planning Council, 140 South

Dearborn Street, Suite 1400, Chicago, Illinois,

beginning at approximately 10:15 a.m., pursuant

to notice.

25

26 REPORTED BY: VICTORIA E. ROCK, CSR

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**CERTIFIED
TRANSCRIPT**

1 (Whereupon the meeting
2 commenced at approximately
3 10:15 a.m.)

4 CHAIRMAN SUMMERS: All right. So we'll call
5 the December 5th meeting of the Chicago
6 Infrastructure Trust Board to order and take
7 attendance. We have MarySue Barrett.

8 MS. BARRETT: Here.

9 CHAIRMAN SUMMERS: Miguel Zarate. Michael
10 Scott.

11 MR. SCOTT: Here.

12 CHAIRMAN SUMMERS: I thought those --
13 Alderman O'Shea.

14 MR. O'SHEA: Here.

15 CHAIRMAN SUMMERS: Kym Hubbard.

16 MS. HUBBARD: Here.

17 CHAIRMAN SUMMERS: Carl Lingenfelter.

18 MR. LINGENFELTER: Here.

19 CHAIRMAN SUMMERS: And I'm here. And, oh,
20 sorry. On the phone we have Deb Cafaro.

21 MS. CAFARO: Here.

22 CHAIRMAN SUMMERS: And Damon Silvers.

23 MR. SILVERS: Here.

24 CHAIRMAN SUMMERS: All right. Great. Now

1 we'll go on to the organizational matters. The
2 first I think is the minutes.

3 MS. DARLING: Yes.

4 CHAIRMAN SUMMERS: From the October 11th
5 meeting. Hopefully everyone's reviewed them.

6 MS. DARLING: Any amendments? Changes?

7 MR. LINGENFELTER: Move for approval.

8 CHAIRMAN SUMMERS: Move for approval.

9 Seconded by Trustee Hubbard. All in favor.

10 (Chorus of ayes.)

11 CHAIRMAN SUMMERS: Any opposed?

12 (No response.)

13 CHAIRMAN SUMMERS: The ayes have it.

14 MS. DARLING: Great. Good morning,
15 everyone. Just quickly, sorry, we wanted to
16 touch base about tentative 2018 meeting dates.
17 As of right now we would like to schedule
18 quarterly meetings for 2018. Patty Dominguez has
19 been working very hard with your staff and
20 assistants to get these dates that -- and get
21 dates that work for everyone.

22 Right now I think there may still be
23 an outstanding issue with the February 20th date.
24 So this is just a tentative. So we're still

1 working around some schedules and trying to make
2 sure that everybody can make it and get it on
3 their calendar as far in advance as possible.

4 These are dates we're looking at right
5 now: Tuesday, February 20th; Thursday, June 28;
6 Thursday, September 27th and Wednesday, December
7 12th. We will continue to update these tentative
8 dates and as soon as we can finalize them, we
9 will let you know.

10 But as of now these are the dates
11 we're looking at. If any of them are
12 particularly problematic, please have your staff
13 get in touch with me or Patty directly and we'll
14 make sure that we try and get the schedule that
15 works for everyone.

16 So thank you, again, everyone, for
17 attending today's meeting. In our -- in each of
18 our last few board of directors meetings we've
19 had the opportunity to discuss a new project at
20 each and every meeting with our board and our
21 advisors. And we'll be doing that again today
22 with the O'Hare Express System.

23 In addition to providing updates on
24 all of our projects -- and that's a testament to

1 our team at CIT. I know I have been thanking
2 them at every meeting, but we just keep getting
3 more and more projects and we have asked a great
4 deal of the staff and team at CIT. And so I do
5 want to give an additional thank you as we
6 continue to grow and continue to get projects
7 that provide economic development to
8 neighborhoods and make better use of the City's
9 assets, assist City departments in providing more
10 efficient service and working to reduce the
11 City's energy consumption. And especially in the
12 case of the O'Hare Express System, bringing some
13 really forward thinking ideas hopefully into
14 reality. So we are looking forward to providing
15 a lot more information in our presentation today.

16 And quickly I want to note that our
17 work is continuing to get noticed. Not just in
18 Chicago, but around the country. Recently Tom
19 was asked to speak at the International Project
20 Finance Association, Young Professional Network,
21 and he sat on a panel and shared information
22 about the work that we're doing at CIT and the
23 work that he's done.

24 And I also recently addressed the

1 Federal P3 Conference also on a panel. I was
2 able to share our work. We really appreciate
3 these invitations to give us an opportunity to
4 share what we're doing, but also learn from
5 others in the space and share best practices.

6 So as far as a personnel update goes,
7 we continue to have five full-time employees
8 including myself. And we have two part-time
9 fellows, Sean Dowd and Tiffany Kwak who you've
10 met at previous meetings. They continue to work
11 with us and have been great assets.

12 I also want to formally introduce
13 Phoebe Downey who I wrote to you about and she
14 recently joined our team as a project associate.
15 And she comes to us from an organization where
16 she has done a tremendous amount of urban
17 mobility work as she has her Master's in Public
18 Administration from the University of Pittsburgh
19 and her undergrad degree from Johns Hopkins.

20 In her short time with us she's been a
21 tremendous asset, and I hope you'll take the time
22 to get to know her and hopefully you'll like her
23 as much as we do. She's been a great addition to
24 our office.

1 In order to right size this, we may in
2 2018 add one more additional person to our staff.
3 And -- but I will update you on that of whether
4 that will move forward. And we'll also do some
5 recruiting, additional recruiting outreach if
6 that comes to pass.

7 I would be remiss if I did not give
8 a special thank you to Patty Dominguez who
9 through all of our budget planning and managing
10 our relationships with our financial vendors and
11 assisting in our changes in accounting, handling
12 our budget and insurance renewals. In addition
13 to helping manage all of our projects, Patty is
14 just a tremendous asset, and I know you all work
15 with her from time to time as well and so I want
16 to give a special thank you to her.

17 Also, I want to make sure I
18 acknowledge Hilda Renteria and Yesenia Hernandez
19 who are our accounting team from Prado &
20 Renteria. As you know we -- I announced at the
21 last meeting that they have moved to our
22 accounting function and we are thrilled that they
23 are working with us in that function. And we
24 have had an excellent transition to their

1 services.

2 And so as you know we also entered
3 into an agreement with Benford Brown, a certified
4 MBE and WBE firm, to handle our independent
5 auditing function. And I hope that I'll be able
6 to introduce you -- I'll be introducing them to
7 you in 2018 when it comes time for our audit.

8 On our proposed 2018 budget we
9 continue to accomplish a great deal with our very
10 modest budget. In the past year as you know we
11 closed the all-consuming smart lighting project
12 to bring better quality, more reliable light to
13 the City's residents. We are managing the
14 procurement for the relocation of the 2FM
15 operations to three different locations
16 throughout the City and we are in the final
17 stages of that deal. We'll share more
18 information about that with you today.

19 We're managing the procurement for the
20 Joint Public Safety Training Academy and we have
21 launched the RFQ for O'Hare Express. So we've
22 accomplished a great deal in the past 12 months,
23 and we continue to partner with the City to
24 provide these services for pennies on the dollar

1 compared to what the City would pay private firms
2 with the analysis, advising and document
3 production and other services that we're
4 providing.

5 As you know I try and focus on
6 prudently managing our expenses to provide the
7 City with the greatest value for the funds that
8 we use.

9 You've all seen the budget and the
10 budget documents and had the opportunity to
11 review. Are there any questions? And if not I
12 will ask for a conditional approval of this
13 budget.

14 MS. HUBBARD: Is there a specific branch
15 that contributed to the decrease in revenue or is
16 it just general?

17 MS. DARLING: That's just through 2017. It
18 will be -- we have since received that so we have
19 1.3 million as agreed to with the City.

20 Any other questions? Then I will ask
21 for that conditional approval, please.

22 MR. ZARATE: Motion to approve.

23 MS. CAFARO: Second.

24 CHAIRMAN SUMMERS: Motion by Trustee Zarate.

1 Seconded by Trustee Cafaro. All in favor.

2 (Chorus of ayes.)

3 CHAIRMAN SUMMERS: Any opposed?

4 (No response.)

5 CHAIRMAN SUMMERS: The ayes have it.

6 MS. DARLING: Okay. Thank you. Now, we'll
7 move into the fun part for the project updates.
8 Let the record reflect that Jorge Ramirez has
9 joined us. Thank you, Jorge.

10 MR. RAMIREZ: This is time for the bonus.

11 MS. DARLING: So first we are going to talk
12 about the O'Hare Express System Project. In the
13 last few board meetings I've mentioned that Tom
14 Budescu has been sitting on the working group
15 instituted by the City and Mayor Emanuel last
16 year to look at the feasibility of the O'Hare --
17 an O'Hare Express System with the goal of
18 improving transportation between O'Hare Airport
19 and downtown Chicago to provide faster, direct
20 and for reliable service for the citizens and
21 travelers of the City.

22 And so the result of that working
23 group was an RFQ that was released by the CIT
24 last week. And the objective is to provide

1 service that takes 20 minutes or less and costs
2 less than using a ride share service or a cab
3 between downtown and O'Hare.

4 The RFQ has received a great deal of
5 attention. It has been downloaded many times.
6 There is a very large contingent of people who
7 have already responded positively and wish to
8 attend our pre-submittal conference which is
9 taking place on December 20th, so the week of
10 Christmas. And we have a huge group of people
11 that are coming to that.

12 The statement of qualifications will
13 be due on January 24th. And from those
14 respondents a short list will be selected in
15 coordination with City -- the City of Chicago.
16 And after that if there is a short-listed group
17 of respondents and there is market interest, then
18 an RFP will be issued to move the project
19 forward.

20 So, Tom, do you want to discuss
21 anything specific on the overview of the RFQ?

22 MR. BUDESCU: Sure. I mean, you know, we
23 can't go into more detail than what's in the
24 document, of course, now that the procurement has

1 commenced; but the project scope is basically at
2 the very minimum a downtown terminal in the
3 O'Hare terminal as well as one maintenance
4 facility likely to be near O'Hare.

5 The City and the CIT remain open to
6 multiple potential alignments. We've outlined
7 three alignments that the City has studied with
8 its consultant that we've worked with as part of
9 the working group; but we're not tied to those
10 potential alignments and we're open to whatever
11 surface or subsurface alignment that ultimately
12 proves most effective and efficient in financing
13 and delivering the project.

14 The financing will be expected to come
15 from the private party selected through the
16 procurement process and their funding will solely
17 come from project specific revenue. So BareBox
18 revenue, advertising; but the City does not plan
19 on contributing any public funds towards the
20 design, build, financing operations or
21 maintenance of the project.

22 MS. HUBBARD: Can I just ask a few
23 questions? Is this -- if the project is
24 successful in moving forward, will it be totally

1 separate from CTA, RTA?

2 MR. BUDESCU: It would be expected to have a
3 concession agreement with a long-term in a -- I
4 don't know if it ends up being 30 years --

5 MS. HUBBARD: Because they use their rail in
6 some capacity or will it be a separate rail
7 altogether?

8 MR. BUDESCU: It would probably --

9 MS. HUBBARD: And if you can't answer,
10 that's fine.

11 MR. BUDESCU: Yeah. No, the answer is they
12 will probably use a separate rail. Right.

13 MS. HUBBARD: Okay.

14 MR. BUDESCU: We don't want to interfere
15 with existing CTA services. And so it will be a
16 City contract and it will be operating privately
17 by the concessionaire; but in coordination with
18 the City and all existing transit, rail and
19 commuter rail offerings to make sure that no
20 interference is caused to the existing services.

21 MS. HUBBARD: And then just a second
22 question. The huge amount of responses that
23 you've seen, this subject has come up in the
24 past. Is this different from in the past or is

1 it always a lot of interest and, you know, not
2 being able to -- I'm just curious because we've
3 got tremendous response to this which is very,
4 very good. And I'm just wondering if it's
5 something different this time. It could be that
6 technology firms are more able bring this to
7 market. It could be something as simple as that,
8 but I'm just wondering has the interest always
9 been this great.

10 MS. DARLING: Well, we have been very
11 fortunate that there has been excellent interest
12 in the projects and the procurements that we've
13 worked on. This is sort of at a little bit of a
14 different level. I think it's receiving some
15 national attention and I think that --

16 CHAIRMAN SUMMERS: She is saying relative to
17 efforts in the past to --

18 MS. DARLING: Oh, I think -- yeah, I think
19 that -- I think as you mentioned when it's been
20 looked at in the past, I think we're at a
21 different point in technology right now. And
22 this is a market sounding to determine if there
23 is additional kinds of capabilities. And if
24 there is the ability to do it and the financial

1 wherewithal of respondents to participate and the
2 working group and the City and the CIT believe
3 now -- believes now may be that moment. And
4 that's what makes it appropriate for the market
5 sounding that we're doing right now.

6 MR. RAMIREZ: I mean -- Leslie, if I could.

7 MS. DARLING: Of course.

8 MR. RAMIREZ: I mean, this is something
9 that, I mean, all of us probably have some level
10 of awareness for this; but this is something that
11 has been tried over and over and over again. But
12 the last few times that we took a look at it,
13 there wasn't Infrastructure Trust, there wasn't
14 the technology that's out there now. The
15 financing instruments are all -- they're all
16 different. So, I mean, I think that's --
17 that's --

18 MS. HUBBARD: The difference.

19 MR. RAMIREZ: Yeah, exactly. So I don't
20 know. I mean, I'm as optimistic now as, you
21 know, I ever was; but this could be a big deal
22 for the City.

23 Look at some of what's happening
24 around the world with respect to connecting, you

1 know, the airport with the city center. They've
2 had nothing but success. It's worked out great
3 in other countries and we can pull that off here
4 and it would be amazing, but it's not a -- it's
5 got to be the right deal.

6 So hopefully this will be -- it will
7 attract enough folks with enough creativity. Not
8 just with the engineering, but the finance and it
9 would be great.

10 MR. SILVERS: Leslie or Kurt.

11 CHAIRMAN SUMMERS: Go ahead, Damon.

12 MR. SILVERS: Hello?

13 MS. DARLING: Damon, go ahead. Hi.

14 MR. SILVERS: All right. Great. Thank you.
15 I want to follow up on what Jorge was saying. I
16 want to echo I think what a number of people have
17 said which is both from the perspective of what
18 Chicago needs and the role that the Trust plays
19 as a kind of -- as a leader in innovative
20 infrastructure financing for public purposes.

21 I think that this is a key project.
22 When the -- in my day job at the AFL-CIO I engage
23 in national infrastructure policy. One point
24 that I make over and over again is that it's a

1 real problem in the United States that our major
2 cities are not effective -- are not connected
3 with their airports in ways that are competitive
4 with how bigger cities are around the world. And
5 this is obviously an effort to address that issue
6 in Chicago.

7 And by the way, Chicago is better
8 connected already than LA and New York are in
9 that there is rail service to O'Hare. It's just
10 not -- it's just not anywhere near as fast as
11 what you would experience in London or Paris or
12 in the major cities of Europe or in Asia.

13 The -- I want to just make a couple of
14 remarks about the financing issues that are
15 embedded in this RFP. It's a little unclear to
16 me from it and maybe someone can explain this.

17 To the extent that this project
18 involves the actual creation of physical assets,
19 what the intention is as to who ultimately owns
20 those assets. And maybe there aren't any actual
21 physical assets. I can't tell. Maybe it's all
22 leases and so forth. But I think that's a
23 question that people might be worth clarifying.

24 Secondly, as is always the case no

1 matter how you do things there is a cost of
2 capital issue here. And I would call the Board's
3 attention in particular to Section 2.2.4 on
4 Federal Financing Applications.

5 To the extent that in the end whatever
6 the financing structure is and however the
7 ownership is structured; in the end if it's
8 possible to get access to tax-exempt and federal
9 financing, that will obviously get you very close
10 to a very low cost of capital.

11 If instead what's happening here is
12 that people are bidding and the credit is being
13 structured based on the cash flows of the project
14 itself plus whatever the credit is of the
15 contractor, then the credit worthiness of the
16 contractor is going to be a very big deal.

17 This is going to flow back to, you
18 know, this is going to flow back into the
19 economics of the project as a whole both for the
20 users and potentially ultimately for the City.

21 So, you know, it seems to me that the
22 Board should pay very close attention to the
23 various bids that come in here and what their
24 real cost of capital is. What both in terms of

1 their ability -- the extent to which they're
2 accessing very low cost public debt, A. And, B,
3 the embedded cost of capital that you will see in
4 the project as a whole when you look at all the
5 cash flows coming in and out.

6 And I want to be clear. I'm saying
7 this not to suggest that there is a problem here,
8 but to suggest that this is something that we as
9 a board need to watch very carefully.

10 CHAIRMAN SUMMERS: Damon, when -- I
11 appreciate the focus as you have had on the
12 financing issues that are sort of helpful in all
13 the projects we've looked at here. When you sort
14 of speak to low cost public financing, presumably
15 we're talking more than just the credit of the
16 City of Chicago which one would argue isn't low
17 cost public financing at the moment.

18 MR. SILVERS: No, I know.

19 CHAIRMAN SUMMERS: And so I think -- I think
20 it would just be helpful offline to make sure
21 that Leslie and Tom and the team have the full
22 breadth of knowledge and understanding that you
23 do relative to what all of those options are.

24 MR. SILVERS: If you don't mind let me just

1 clarify. I am well aware of the issues that the
2 City faces. I think the -- this thing is -- this
3 project will largely stand no matter who does it,
4 whether the City does it or whether it's done
5 from a PC structure as envisioned here. The cost
6 of capital for this project is going to stand as
7 -- as the RFP says it will on the economics of
8 the project itself. Right. But then -- but then
9 two things are going to matter behind that.

10 One is the contractor, the
11 concessionaire, what are they? What's their
12 credit like? And what's their implicit credit
13 like meaning they may set up a vehicle for this,
14 but behind that vehicle is going to be some
15 parent company.

16 And then the other is can the Trust --
17 and I think this is just absolutely critical.
18 Can the Trust working with the concessionaire get
19 the -- get this financing structure to get access
20 to tax-exempt financing or federal financing
21 because then you've got the real low cost of
22 capital. It's not dependent on the City's
23 credit.

24 MR. BUDESCU: I think -- so a couple of

1 things. Maybe first I'll tackle your first
2 question about who owns the underlying assets.
3 And I think one thing that we should clarify is
4 what we've issued is a request for qualifications
5 and not a request for proposals yet. And so what
6 we're seeking right now is not bids and proposals
7 with the cost of capital and any assumptions on
8 the underlying contractual terms, but rather for
9 interested parties to demonstrate their
10 qualifications to design, build, finance, operate
11 and maintain the project.

12 To that we will subsequently issue an
13 RFP that provides greater detail on exactly the
14 financing structure and the contractual structure
15 with the draft form of contract. I think it
16 would be the City's preference ultimately if
17 achievable to own the underlying assets during
18 the term of the concessions with the hand back at
19 the culmination of the project term, but I think
20 ultimately we want to remain flexible at this
21 time to see what the feedback we get about what's
22 feasible and achievable and what's not if we're
23 not contributing any public funds towards the
24 project. I think there is a reason to be a

1 little more flexible than you would be otherwise.

2 And then to the federal financing
3 portion, we've worked -- we discussed in the
4 working group of the TIF and private activity
5 bond programs which are probably the most
6 applicable federally subsidized debt instruments
7 that would be applicable to this project.

8 As, Damon, you're probably aware, but
9 maybe others around the table are not; the
10 private activity bonds or PABs are currently
11 being debated as part of the tax reform bill.
12 And a stop of what House passed, they have
13 removed the PABs program. So there is --

14 CHAIRMAN SUMMERS: It's in the Senate --
15 there was --

16 MR. BUDESCU: Did they put it back in the
17 Senate bill?

18 CHAIRMAN SUMMERS: It was retained in the
19 Senate bill.

20 MR. BUDESCU: Okay. So if PABs remain an
21 instrument that is available, I think there would
22 be very good reason to look at creating a volume
23 with the Federal DOT for the project for the
24 concessionaire to access as part of their

1 financing plan.

2 Ultimately we can help facilitate
3 these processes, but we leave it up to the
4 concessionaires to determine their best plan of
5 finance and compete with one another on the
6 ultimate financing and package and bid. So if
7 somebody can do it for cheaper and they don't
8 want to access PABs, that's ultimately a risk in
9 the choice that the concessionaire makes. But if
10 PABs is available, I think we will do -- we will
11 work with the City and make the volume cap
12 available towards the project.

13 MR. SILVERS: Thank you for that
14 explanation. I appreciate it.

15 MR. SCOTT: Tom answered a portion of my
16 question. Is there anything similar to that -- I
17 know that I went to Taiwan and they have a high
18 speed rail that kind of shoots across Taiwan
19 including their airport. And it was some kind of
20 public private financing similar to what -- we're
21 doing private, but it was a public private kind
22 of financing that helped them get this project
23 off the ground and then they turned it over to
24 someone else.

1 So the question is, you know, will we
2 be requesting that, you know, these people who
3 are qualified to come down the line, look at
4 other places, in Europe, in Asia, to kind of do
5 things that are similar so that we're not
6 reinventing the wheel.

7 You know, they have a high speed rail
8 there that shoots up and down right through the
9 middle of their -- and I think that's pretty much
10 all their public transportation is and everything
11 else is done by cab or some other kind of cab
12 type service.

13 So are we going to be requesting that
14 kind of stuff and are we looking at other places
15 to kind of guide what it is that we want?

16 MR. BUDESCU: Yeah, so the working group has
17 taken a look at a number of precedents around the
18 world. So as you may have mentioned there is the
19 Asian precedence, there is the Heathrow Express
20 and the Toronto -- the name of the service
21 escapes me at the moment. And there has been,
22 you know, mixed degrees of success with them and
23 we're trying to take the best practices; but I
24 think we're also hoping that there has been

1 technological advances that can also help
2 facilitate the delivery and financing of this
3 project that weren't necessarily available in the
4 past.

5 And so we've issued this RFQ and we've
6 had interest from -- you know, we've had RSVP's
7 from all these global concessionaires that are
8 operating all of these assets. So I think when
9 we get the statements of qualifications, we're
10 going to expect to see people that have worked on
11 these projects all around the world and expect
12 them to come help and apply those lessons learned
13 to our project through a collaborative RFP
14 process.

15 MR. SCOTT: Is there anything similar in the
16 United States? I know there is not high speed
17 rail, but is there anything similar in our
18 country to what we're attempting to do?

19 MR. BUDESCU: There is the Denver Eagle
20 Project that connected to their airport which is
21 not an express service, but I think it's the --
22 there is nothing that seems to do exactly what
23 we're doing currently in the United States.

24 MR. RAMIREZ: But that airport too is very

1 far.

2 MR. BUDESCU: Very far.

3 MR. SCOTT: And are we -- I know we're not
4 at that level of detail; but frequency, you know,
5 I think frequency will be really important if
6 it's taking 20 minutes from here to there. What
7 is the frequency of folks getting on -- so it's
8 not more like a martyr -- I'm sorry, not a
9 martyr, like a Metra.

10 MR. BUDESCU: The RFQ specifies that we are
11 looking to achieve a frequency of at least 15 --
12 every 15 minutes and I think I want to say 18
13 hours of service.

14 MS. DARLING: 20.

15 MR. SCOTT: Okay.

16 MR. BUDESCU: 20 hours of service.

17 MS. DARLING: 20 hours of service a day.

18 MR. BUDESCU: Those are project goals.
19 Right. Ultimately we'll see what's feasible or
20 not, but that's sort of where we're setting the
21 bar in the expectations of what we would like to
22 achieve.

23 MR. LINGENFELTER: Let me explain one
24 comment on Kym's question. I've been working on

1 this for 14 years. The technology is different.
2 Nobody else has done it in a way that says, hey,
3 can you finance it this way? All of those other
4 ones in other countries are heavily subsidized
5 and don't, you know, don't take their operative
6 expenses, you know.

7 I'm probably skeptical that we'll get
8 that close. I think Damon's point will be
9 necessary to close the gap in financing, but I
10 think it's really important as we go through this
11 process to actually set up the technology and the
12 ideas and to really have the private sector
13 compete for the best ideas. What can be done
14 here. What has changed.

15 You know, we've got the alignment and
16 the growth in the downtown area that would
17 support the economics of this long-term, but
18 that's one of the nice things about the way we've
19 done things in the City for a long time is we had
20 General Electric and Westinghouse competing in
21 The World's Fair to see who could run better
22 electric.

23 So I envision this a little bit
24 similar to them. Let's try to get as many good

1 ideas as we can. We'll work with, you know, Tom
2 and the City around routing and opportunities to
3 sort of help provide the best government support
4 and public support for it, but at the end of the
5 day it's got to stand on its own from an
6 execution standpoint.

7 CHAIRMAN SUMMERS: So the next step is the
8 December 20th resubmittal conference and the
9 statement of qualifications are due January 24th.

10 MS. DARLING: Uh-huh.

11 CHAIRMAN SUMMERS: All right.

12 MS. DARLING: So to update you on the Joint
13 Public Safety Training Academy Project, we did
14 discuss this at our last meeting in pretty great
15 detail that was concurrent with the release of
16 the RFQ for that project.

17 As a reminder it's a new 30-acre
18 campus in the West Garfield Park Community to
19 provide state-of-the-art classroom scenario
20 training for both Chicago Police and Chicago Fire
21 Fighters.

22 We issued the procurement in
23 coordination with our main client, the Department
24 of Fleet and Facility Management and CPD and CFD

1 to select a developer to design, build and
2 finance this project.

3 The estimated timeline for the project
4 is 18 to 24 months. As you know we have MBE, WBE
5 goals for the project of 28 percent MBE, 8
6 percent WBE. 50 percent of the work hours are
7 required to be City of Chicago residents; and of
8 those 15 percent need to be from the local
9 community surrounding West Garfield Park.

10 We spoke on this pretty extensively
11 last time, but I wanted to make sure that you are
12 all updated. So with our timeline here as I said
13 we issued the RFQ October 11th concurrent with
14 our last board meeting. We had over 150
15 attendees at our presubmittal conference that
16 took place at the end of October.

17 City Council approved the land
18 acquisition at the November City Council meeting
19 and our SOQ's were due on November 20th. We
20 received 6 SOQ's from 6 different teams. And we
21 expect that we'll short list this month and then
22 issue in 2018 -- early 2018 an RFP with the
23 expectation to select a successful proposer
24 shortly thereafter.

1 So I wanted to make sure that you were
2 aware of the RFQ respondents. This is the list.
3 This is also available on our website and I have
4 sent it to you previously. We are very pleased
5 at the level of teams that have interest in this
6 project. And we are in the middle of the
7 evaluation process right now, and I will have
8 more to update you on at our next meeting.
9 Hopefully we'll be able to short list from this
10 team very soon. That is our expectation. Any
11 questions about this project?

12 CHAIRMAN SUMMERS: Just a comment really.
13 And, you know, I've raised this at the last one
14 just in terms of the training that we are
15 requesting the design for and kind of being very
16 explicit about that and the process.

17 You know, we're a -- this is a
18 priority for the City and we are a vehicle that
19 is being used to execute it efficiently. So we
20 have no, you know, sort of say on it is a
21 priority from what the training is or any of --
22 our role here is to make sure that the process
23 gets the City of Chicago and its first responders
24 and public safety officers, you know, what they

1 need and what they're looking for here.

2 But I think that in doing so part of
3 what I think we can be clear about in the next
4 phase of this where we sort of short list to the
5 RFP is -- and I suspect this is happening. I
6 just want to be just sort of clear with the
7 fellow board members and with the staff that I
8 think part of us doing our jobs here is being
9 focussed on the quality and the sort of explicit
10 innovative nature of this training and the design
11 -- the innovative nature and the design that is
12 suited to that training. And I think that that
13 narrative has been lost, you know, in the public
14 conversation a little bit. But I know that and I
15 trust that it won't be in the actual activity
16 that we're sort of endeavoring here, you know.

17 So much of this can sort of be like
18 another real estate project that is design, build
19 and finance; but I think we have an opportunity
20 here in the short listing of really pushing on
21 the innovative design piece of it to address what
22 are, you know, clear training needs and sort of a
23 new way to think about training for these two
24 departments.

1 MR. MARQUISOS: If I can just comment on
2 that really briefly. So most of the preplanning
3 for this project was done by 2FM before CIT
4 became involved. And so they had extensive
5 meetings with police and fire and other
6 municipalities and they really did I think some
7 really strong groundwork on this.

8 And since we became involved we have
9 been kind of playing catch up and having both
10 attorneys and city folks and also with other,
11 quote, unquote, state-of-the-art users across the
12 country. And personally I am just totally -- I
13 am just completely unaware of the vast multitude
14 of situations that are our public safety people
15 have to respond to.

16 CHAIRMAN SUMMERS: And they're not prepared
17 for.

18 MR. MARQUISOS: And, I mean, whether they're
19 prepared or not, I can't comment on; but it just
20 seems to me there are so many different
21 situations within a large metropolitan area like
22 us that we have that it's impossible to think --
23 I mean, unless you think about it, you really go,
24 oh, yes, we do have the all these subways. Oh,

1 yes, we do have all these high rises. Oh, yes,
2 we do have all these concealed spaces. Oh, yes,
3 we do have all this domestic violence. And there
4 are all these different so that the buzz word in
5 this arena as I come to understand it is
6 scenario-based training. And so how do you
7 create these scenarios where people can actually
8 get comfortable with all of these situations.

9 And there is a lot of innovation in
10 this field, and I'm personally really excited
11 about what this is likely to pretend for us.
12 Because I think we're pretty standard in straight
13 forward classroom right now and I think we have
14 the ability to really up the ante here.

15 MR. BUDESCU: And I think to just layer on
16 that and to your point, Treasurer, is that the
17 way the procurement is structured is that we're
18 going to be asking the RFP for conceptual
19 designs; but what we're not expected and what we
20 don't want to do is have these developers, these
21 designers and contractors just come up with their
22 own design and the City pick out of them.

23 We're going to pick a team that puts
24 together a conceptual design, a thoughtful

1 process, a good financing plan and brings strong
2 qualifications. And then once we pick them,
3 we're going to work with them collaboratively
4 with 2FM, with fire, with police to work together
5 to insure that the design of this -- of this
6 facility is in line with the needs of fire and
7 police to their curriculum and their training
8 requirements and to design a building and a
9 facility that most efficiently and effectively is
10 able to achieve those within our budget.

11 So it's all going to be done in a
12 collaborative process where the stakeholders
13 participate in the -- in the development of the
14 facility.

15 CHAIRMAN SUMMERS: Is one of the
16 stakeholders here or the, you know, 2.7 million
17 people that live here; how do we engage community
18 stakeholders in this process? And it may be
19 through the formal mechanisms that both of the
20 two departments have; but, I mean, you know, I
21 would be interested in the public saying here is
22 what I would like to make sure takes place in
23 this new facility that is being invested in.

24 MR. MARQUISOS: That's a great question.

1 MS. DARLING: We have become -- begun some
2 community engagement that I expect that will be
3 greater as the project moves forward. And we'll,
4 you know, we have the opportunity here at our
5 board meetings. The City Council also has their
6 process as well, and we'll continue to work with
7 both police and fire who do a tremendous amount
8 of community engagement as well as I'm sure they
9 will on this project.

10 But we'll -- we will circle back with
11 them and express the commitment to that and
12 continue to work with them, and I will keep this
13 Board updated on how that proceeds.

14 CHAIRMAN SUMMERS: Well, I think we have an
15 opportunity to be thoughtful in that.

16 MR. SCOTT: I also think that, you know,
17 engaging with COPA and the board in which they're
18 creating, making sure that the ideas and
19 processes and thoughtfulness that comes through
20 their process is also -- I think lends itself to
21 this process.

22 You know, we want to make sure the one
23 thing that I have heard through this discussion
24 is one of the officers that came and testified

1 before the Housing Committee talked about how the
2 building in which he trained in 27 years ago is
3 the same building in which they're training in
4 now.

5 And so when we're talking about all of
6 these new things that have happened across the
7 country and that could possibly happen here in
8 Chicago, it's very important that we have our
9 officers and our fire fighters, our first
10 responders, all training together. Because some
11 of these things that are happening across the
12 world and in our country and in New York, are
13 things that could very well happen here and they
14 all need to have a coordinated effort.

15 But to the Chair's point, making sure
16 that, you know, when we're building this we're
17 also keeping in mind that we've had issues in
18 Chicago that community members have a stake in
19 and they want to be heard in making sure that
20 when we're doing this -- and I know a lot of the
21 planning that 2FM has done with this has been
22 centered around things that the DOJ has issued
23 that we do.

24 And so making sure that, again, we're

1 keeping all persons that have a stake in this
2 game and, again, those 2.7 million that the
3 Chairman mentioned I think have a big stake in
4 this game in making sure that the officers are
5 trained -- the officers and first responders are
6 trained in a manner in which is going to help our
7 community as a whole and help our city as a whole
8 move forward and move past some of the issues
9 that we've had over the past four or five years.

10 CHAIRMAN SUMMERS: Is there a fire
11 equivalent to COPA? I mean, that's what I was
12 getting at was maybe the existing infrastructure
13 can be used to engaged -- I just don't know the
14 answer.

15 MR. SCOTT: I don't think that they've had
16 the issues in which CPD has had over the course
17 of years. They're actually one of our more
18 beloved agencies in the City of Chicago. When
19 the fire department comes out, they're usually
20 helping somebody in -- and there is no dispute
21 when there is a fire, you know, the people inside
22 they need to come out, they need to be helped.
23 So I don't think that that has happened.

24 However, I think that there still

1 needs to be some kind of community engagement
2 around what needs to happen, what needs to be
3 seen and what folks want to happen in this
4 academy. I think that you are correct in that,
5 Chairman.

6 CHAIRMAN SUMMERS: Okay. Well, it sounds
7 like, you know, there's been obviously
8 thoughtfulness on this with respect to 2FM and
9 we're sort of beginning to incorporate it.

10 I would, you know, push the team to
11 think about how if not to incorporate it in the
12 RFP responses, just to sort of provide clarity
13 through this process that there will be this
14 engagement. So the successful respondent will
15 have to be a part of, you know, a community
16 engagement process.

17 MS. DARLING: Yes.

18 MS. HUBBARD: I would just have one comment
19 and then I have a question. Given the amount of
20 time that we have before this project is
21 complete, you know, I know there's already been
22 some engagement, but there should be consistent
23 engagement so that at the last minute six months
24 or three months before the project is done;

1 you're trying to ram something down folks' throat
2 and then they're like, oh, we didn't have time to
3 prepare for it.

4 So given the amount of time that we
5 have I would just also encourage the team to use
6 all that time to the benefit of the community
7 rather than intending whether they can.

8 I was just going to say and then my question
9 is the sleeves that you have here, does that
10 imply that, for example, Chicago Public Safety
11 Partners they're gathering together to do this
12 whereas Jones Lang is going to bid independently
13 or something? Is that what that means?

14 MS. DARLING: Yes, these are --

15 MR. BUDESCU: These are, yeah, the teams in
16 the form consortiums are bidding independently.

17 MS. HUBBARD: Okay.

18 MR. BUDESCU: So each column is its own
19 team.

20 MS. HUBBARD: Its own team. Thanks.

21 MS. DARLING: So I really appreciate the
22 Board's comment and we'll make sure to
23 incorporate those comments and bring them back to
24 our partners at 2FM and police and fire to make

1 sure we can incorporate these ideas going
2 forward. Any other comments on public safety
3 training?

4 MS. BARRETT: Can you reiterate the timing?

5 MS. DARLING: The goal is to short list this
6 month and then finish developing and release our
7 RFP in the -- as soon as possible in the new
8 year. And then after that we will proceed
9 through the procurement. I don't have a firm
10 date for the next step after the release of the
11 RFP.

12 MS. BARRETT: And the follow up, how are you
13 feeling about CIT's capacity to see these two
14 major efforts forward on an intersecting
15 timetable?

16 MS. DARLING: Well, I won't -- you know, as
17 I mentioned in my introduction, you know, we
18 continue to partner with the City on projects
19 that are very high priority. And as of right now
20 as I mentioned, we may need to right size by
21 adding one additional person that I mentioned at
22 the beginning of the meeting.

23 And everybody is working at capacity
24 and working very, very hard on our team and which

1 I appreciate and I know the City appreciates.
2 And we want to focus on, you know, delivering
3 very high value service. We have been
4 extraordinarily busy, but right now I have no
5 doubt that we will be able to meet and exceed the
6 responsibilities given to us.

7 MR. MARQUISOS: And if I can just add to be
8 clear, these are not CIT projects in a sense.
9 These are City of Chicago projects. And so,
10 yeah, we're really program managers and we're
11 harnessing the resources that are available to
12 us. And so not everything is being done by our
13 hands. So that's the -- that's what gives us the
14 capacity.

15 MS. DARLING: Yes, right. We have -- we
16 have excellent partners at the City, you know,
17 who are also putting in tremendous -- a
18 tremendous number of hours on all these projects
19 as the CIT team does. But, you know, between law
20 and the team at 2FM, there is a lot of people who
21 are participating in all of these projects from
22 numerous different departments and numerous
23 stakeholders who are -- who are really putting in
24 a ton of time to this.

1 CHAIRMAN SUMMERS: All right. Any other
2 questions? Okay. Move on to the next update.

3 MS. DARLING: Okay. Now I would like to
4 talk about the 1685 North Throop relocation
5 project which is a development of 3 facilities to
6 replace an existing Department of Fleet and
7 Facility Management headquarters at North and
8 Throop.

9 So as we discussed and have discussed
10 at the last board meeting, there is going to be
11 three new facilities. We promised you we would
12 bring you an address for the main shop which is
13 going to be in Englewood and the address is going
14 to be 210 West 69th Street. And we had to get a
15 new address for it. And that's the main workshop
16 and administrative headquarters for 2FM.

17 They are going from 400,000 square
18 feet at North and Throop which was an old steel
19 plant that was not meant to be a maintenance
20 garage, and now they're going to move into right
21 sized -- a right-sized building that works
22 perfectly for them.

23 And there will be a satellite shop on
24 the north side because it doesn't make sense to

1 bring all of the north side vehicles down to the
2 south side for moderate maintenance. So that
3 satellite shop will be at 4241 North Neenah, a
4 smaller facility of only 31,000 square feet.

5 And a fueling station at 1152 North
6 North Branch which will be very close to the
7 North and Throop facility where the current
8 fueling station is. That's a very small facility
9 at 2500 square feet.

10 The goal of this project was to make
11 sure that 2FM had the capability to deliver its
12 core services both more efficiently and more
13 economically. The City made the decision to sell
14 the 1685 North Throop site which they sold to
15 Sterling Bay for \$106 million. That deal is in
16 the works. It has not yet closed, but we expect
17 it will do so shortly.

18 The City wishes to provide benefit to
19 under-developed communities through
20 infrastructure investment and workforce
21 development. And we are going to have 100 to 200
22 construction jobs primarily based in the
23 Englewood community, but at all 3 of these
24 locations.

1 2FM will bring 200 skilled jobs to
2 relocate to Englewood. There will be 250 jobs
3 created in the community and there will -- the
4 goal is to catalyze further economic development.

5 MS. HUBBARD: That's permanent jobs? 250
6 permanent jobs?

7 MS. DARLING: It's between 200 and 250
8 permanent jobs that are being relocated there.

9 CHAIRMAN SUMMERS: What's the difference
10 between the relocated number and the 250 number?

11 MR. BUDESCU: There is the 100 to 200
12 construction jobs. And then there's about 225
13 employees of 2FM that are now going to be
14 relocating from current offices either at 1685
15 North Throop and some probably at 30 North here
16 that will now have their offices in the --

17 CHAIRMAN SUMMERS: 69th Street.

18 MR. BUDESCU: Yeah, at 69th Street including
19 Commissioner Reynolds will be out of the new
20 offices in Englewood. Those are not going to be
21 new jobs.

22 CHAIRMAN SUMMERS: Right.

23 MR. BUDESCU: These are relocated jobs, but
24 over time I think there is an opportunity there

1 for those long term --

2 CHAIRMAN SUMMERS: There was another number,
3 you said there was 250 jobs created in the
4 community. So I didn't know if that was
5 inclusive of the --

6 MS. DARLING: Inclusive.

7 CHAIRMAN SUMMERS: Okay.

8 MS. DARLING: Yes, so the construction jobs
9 are separate from the relocated jobs.

10 CHAIRMAN SUMMERS: Got it.

11 MS. DARLING: So the additional goal is to
12 design facilities that support the current
13 operations. As I said, they were operating in
14 property that was much too big for what they were
15 doing. It was very expensive to maintain. And
16 so -- so they're going to be rightsizing their
17 facilities to support the work that they do
18 currently. And the goal is to get the operations
19 into the new site first snow season of 2018. So
20 we are on an extraordinarily tight timeline and
21 we are moving very quickly.

22 I do want to take the opportunity to
23 introduce Bill Abolt who is sitting in the back
24 of the room. He is from AECOM and AECOM is our

1 selected vendor for this process. And so I
2 wanted to take a minute just to quickly go over
3 the project timeline.

4 We issued this RFP back in May. AECOM
5 was selected and we discussed this extensively at
6 the last board meeting. And after a process and
7 -- AECOM was selected, and so far they have been
8 working collaboratively with the City and
9 primarily 2FM with some assistance from CIT to
10 collaboratively design the three projects.

11 And they have conducted community
12 outreach via Aldermanic meetings. They held
13 subcontractor outreach events and they are going
14 to be holding multiple job fairs for this project
15 to be held in January and February.

16 Tom, at this point I would like to ask
17 you to fill in some additional information about
18 where we are in the design and contracting
19 process and then I'll talk about what's next.

20 MR. BUDESCU: So as you may recall from our
21 previous meeting, we structured this procurement
22 in a bit of an unorthodox way that we asked for
23 the qualifications and proposals.

24 And once we selected the highest

1 ranked proposal, we asked -- we invited that
2 selected team, which was in this case AECOM, to
3 enter a design development phase which is still
4 considered part of our procurement. We have not
5 signed a contract with them. They are working
6 completely at risk to collaboratively design the
7 three facilities, refine the scope for those
8 facilities and the guaranteed maximum price.

9 And the expectation is that as if we
10 think they have done a good job and we're happy
11 with the design and the price, we will then take
12 those documents along with the contract for the
13 project to City Council for its approval for the
14 Commissioner to enter into a contract for the
15 design and construction of these facilities at
16 that guaranteed maximum price.

17 So what we've really been focussed on
18 is this design development phase. So we have
19 been spending probably hundreds of hours with the
20 AECOM team and the 2FM team. And so not just the
21 construction architecture folks at 2FM, but the
22 folks that are in charge of the fleet facilities
23 and the fleet operations to make sure that what's
24 being designed is the appropriate and also most

1 (No response.)

2 CHAIRMAN SUMMERS: Ayes have it.

3 MS. DARLING: Great. Thank you. And we'll
4 look forward to updating you on this at the next
5 meeting as well.

6 Now, for a quick update on smart
7 lighting. You're all very familiar with this
8 project. As you can see this is the current map
9 that we are working on, and George has been
10 really integral to standing this project up and
11 so I wanted him to speak for a couple of minutes
12 on the project progress here.

13 MR. MARQUISOS: Okay. I think everyone
14 knows this project well enough by now. So I'll
15 just kind of cut to the chase as to how things
16 are going.

17 We had -- the City had decided that
18 they were going to focus the installation of 2017
19 LED's on the main thoroughfares in two target
20 areas. One on the south and one on the west side
21 as outlined here. That would entail by the end
22 of 2017 approximately 19,000 fixtures converted
23 to LED.

24 As of last week we have 12,400 of

1 those fixtures installed. In conjunction with
2 that effort there is a citywide survey of the
3 condition of every lamppost and light in the
4 City. So there is some 330,00 of those and so we
5 have people canvassing the City block by block,
6 pole by pole, day in and day out.

7 And as of last week 164,500 of those
8 poles have been assessed as to their condition
9 and the context of which they light. So that is
10 producing a database that is going to be very
11 useful for CDOT both in determining what it is
12 they have and what needs they have in terms of
13 repairing and maintaining the vast lighting
14 infrastructure that the City has.

15 So we are about 50 percent done with
16 the citywide assessment. We are 65 percent done
17 with the work that was envisioned for 2017. We
18 are on track to finish that work as scheduled by
19 December 22nd. That date is kind of important to
20 us because by December 31st we have to submit
21 applications to ComEd for the rebates that go
22 hand in hand with those conversions.

23 So it's been a -- a big effort. We
24 certainly had our share of learning experiences.

1 There are a lot of variabilities in the streets
2 of Chicago and we're tackling those on a
3 day-to-day basis.

4 Generally speaking the public reaction
5 has been positive. We've had some glitches in
6 terms of lights turning on earlier or later than
7 the previous sensors. And that all has to do
8 with what daylight sensors determine dusk being.

9 So some residents were confused, well,
10 why are these high pressure lights on, these are
11 off. So we've kind of worked those out. And the
12 beauty is that we have a lighting management
13 system now that affords us the ability to control
14 the lights and kind of address these concerns as
15 they arise.

16 So of those 12,400 LED's, we currently
17 have 8,250 of them reporting on a network that
18 are within our control. So we can monitor to
19 make sure that they are working and we can adjust
20 the time that they go on and off accordingly. So
21 that all in all I think the project is working
22 very much as we anticipated it would. And I
23 think it's a very positive start.

24 2018 work will, again, focus on these

1 two areas. We'll be filling out the areas if you
2 will. So all the residential streets and the
3 alleys and the viaducts within there will now get
4 converted as well. So by the mid 2018 you will
5 see these two areas be fully LED. And along with
6 that the mesh of their control network fully
7 built out. So that's the goal for first part of
8 2018.

9 In addition to that there will be
10 lights installed across the City just to -- so
11 every ward will be touched in 2018.

12 CHAIRMAN SUMMERS: Alderman Scott.

13 MR. SCOTT: So I've seen the work that
14 they've done and they are doing a terrific job.
15 I mean, they're so fast and efficient. You know,
16 I went to -- I drove down 16th Street when I left
17 to go to my office and when I came back home
18 going back on 16th Street, they had done the
19 entire block which I think is really cool and
20 speaks to how efficient in the work that they're
21 doing.

22 Couple questions. One, you mentioned
23 the sensors being different between dusk. You
24 know, I see -- I've seen that happen. And so how

1 do we communicate -- we communicate that through
2 CDOT or --

3 MR. MARQUISOS: Yeah.

4 MR. SCOTT: Okay. CDOT. All right. Got
5 that. And then I know that they're -- they've
6 done all of the Cobra heads, the top lighting.
7 Is there an issue with the street pole lighting
8 is the one that comes out of the top? Because
9 I've seen them do all of those and then in some
10 areas they've completed both the Cobra head
11 lights and then the lights at the bottom. What
12 is the -- why haven't they completed the
13 entire --

14 MR. MARQUISOS: The hold up on the coach
15 lights --

16 MR. SCOTT: Yes, coach lights.

17 MR. MARQUISOS: Is they have what's called
18 an internal control node and that's being
19 manufactured overseas and there have been some
20 delays in receiving that node.

21 The beauty of that whole process is
22 that those coach lights the City spent a lot of
23 money on them and they're actually quite
24 valuable. So the process is to not change them,

1 but to retrofit them. So they get taken down,
2 they get brought to a facility where Chicago
3 residents convert them to LED, install an
4 internal node and then get reinstalled.

5 So there is a -- the good news is
6 there's not nearly as many of them as Cobra
7 heads. The bad news is they take longer and we
8 had some delay associated with the delivery of
9 internal nodes. Those nodes have been delivered
10 now so we are on track -- they're working extra
11 hours, seven days a week to get that done in time
12 by the end of the year.

13 MR. SCOTT: So, yeah, I was going to then
14 follow up and ask will it happen before your
15 timeline to get the rebate in. So you're saying
16 that it will.

17 MR. MARQUISOS: I'm being told yes.

18 MR. SCOTT: Okay.

19 MR. MARQUISOS: But we -- we're on them very
20 -- I mean, this is a topic of conversation on a
21 day-to-day basis. Like, where are the nodes now
22 and what happened? So there is a whole -- it's a
23 high point. It's clearly on the critical path
24 and I think we're going to get there weather

1 permitting.

2 MS. DARLING: So far so good.

3 CHAIRMAN SUMMERS: Any other questions on
4 the lighting besides when are they going to make
5 it to the 19th Ward? All right. Let's move on
6 to the next part.

7 MS. DARLING: Great. So just to touch base
8 quickly on Homebuyers Assistance. We have 19
9 approved lenders. We have closed loans in 46 out
10 of the 50 City Wards. We have 190 closed loans
11 with a value of 39 -- just over \$39 million.
12 Almost 5 million in open loans and 112 qualified
13 borrowers for a total of over \$66 million. And
14 any questions about this? Great.

15 At this point we had one person who
16 has signed in for public comment.

17 CHAIRMAN SUMMERS: Audrey Fischer.

18 MS. FISCHER: Hi. What I'm about to say I
19 forwarded to you just about 20 minutes ago to you
20 in e-mail, and I hope that you will share it with
21 everybody on the CIT Board.

22 And I heard on a radio show that the
23 CIT Chicago and Ameresco are being sued because
24 of alleged rigged dealings in the choice of the

1 streetlight fixtures.

2 I strongly believe there ought to be a
3 moratorium on the ongoing installations of these
4 bright-white blue-rich LED streetlights not only
5 because of the alleged rigged deals.

6 First, do no harm. The rule -- this
7 is the rule we should do with decision making.
8 Put a moratorium on LED streetlights being
9 installed currently in Chicago and install 2200K
10 or 1800K instead. The blue wavelength, 450
11 nanometers, in the bright-white streetlights is
12 the most disruptive, harmful to human health and
13 safety, ecosystems and environment.

14 I can show you 1,000 supportive
15 documents and citations that support this. I can
16 provide significant credible documentation why
17 Chicago Residents will be less safe because of
18 the light pollution directly caused by inferior
19 lighting of these bright-white blue-rich LED
20 streetlights. And it's not just LED. There's
21 good LED's too. We're just not picking them.

22 Ecosystems and environment are also
23 harmed. Specifically the blue 450 nanometer blue
24 wavelength needs to be eliminated or minimized to

1 the greatest extent possible in permanent outdoor
2 lighting. Chicago can do better than that.

3 I've seen these new harmful LED
4 streetlights installed throughout Chicago
5 including occasional ones in the 21st Ward. To
6 clarify -- and in the 19th Ward and in the 22nd
7 Ward. To clarify not all LED streetlights are
8 bad. The problem is that Chicago is installing
9 the bad ones.

10 The detrimental effects of light
11 pollution affects human health and safety,
12 ecosystems and environment. Light pollution is
13 easy to fix. The first step is to install
14 streetlights that minimize light pollution
15 especially by eliminating or minimizing blue-rich
16 bright-white light at night especially the 450
17 bandwidth and aim lights down on target where
18 it's needed ending light trespass into private
19 property especially bedroom windows where it
20 shuts down the ability for chemotherapy to work
21 on our cancer patients, reducing glare and light
22 clutter, dimming or turning off lights when not
23 needed and some justify permanent disconnection
24 including the coach lights that we just talked

1 about.

2 George, you repeatedly stated that you
3 were anticipating that the LED's, the technology
4 would improve and that our contracts are written
5 so that we have access to that and those are the
6 fixtures that we can install. This gives me
7 hope.

8 I came across a company in -- in the
9 spring of 2017 I came across a Canadian
10 manufacture who was about to release a new
11 streetlight luminaire saying that they could
12 reduce this blue problem. I asked them to send
13 me the specs and I'll have lighting experts that
14 I know around the world look at it.

15 Our lighting experts put a thumbs down
16 on it. And this lighting manufacture did
17 something astounding. They said what is wrong
18 with our project -- product and why -- what is
19 the issue and how -- what would you like to see?

20 From May until November they totally
21 redesigned this luminaire. It's a 2200K that has
22 spent -- that can beat anything that you've got
23 in quality and it beats your price range.

24 So they are willing to -- they are

1 willing to send these fixtures to us at no charge
2 to test them. And if we like them they'll move
3 the facility to Chicago and let the most light
4 polluted City in the world produce the most --
5 the best chance we have so far in restoring
6 starlight and reducing the harmful effects of
7 light pollution in our City.

8 CHAIRMAN SUMMERS: Thank you, Miss Fischer.
9 Thank you for your time. There are no other
10 public comments, so I think with that we'll
11 entertain a motion to adjourn.

12 MS. HUBBARD: So moved.

13 CHAIRMAN SUMMERS: Moved by Miss Hubbard.
14 Second by Mr. Ramirez. All in favor.

15 (Chorus of ayes.)

16 CHAIRMAN SUMMERS: Thank you.

17 MS. DARLING: Thank you very much everyone.

18 (Which were all the
19 proceedings in the
20 above-entitled cause.)

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23
24

1 STATE OF ILLINOIS)

2) SS:

3 COUNTY OF L A K E)

4


5 Julie Walsh, being first duly sworn,
6 on oath says that she is a court reporter doing
7 business in the City of Chicago; and that she
8 transcribed the proceedings of said meeting on
9 December 5, 2017, and that the foregoing is a
10 true and correct transcript of the proceedings
11 given at said meeting.

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Julie Walsh, CSR
Illinois CSR No. 084-004032

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	4:23;6:23;7:12; 52:9	12:11;27:15	27:16;32:21	audit (1) 8:7
\$	additional (7) 5:5;7:2,5;14:23; 40:21;45:11;46:17	alignments (3) 12:6,7,10	areas (5) 49:20;52:1,1,5; 53:10	auditing (1) 8:5
\$106 (1) 43:15	address (6) 17:5;31:21;42:12, 13,15;51:14	all-consuming (1) 8:11	arena (1) 33:5	Audrey (1) 55:17
\$39 (1) 55:11	addressed (1) 5:24	alleged (2) 55:24;56:5	argue (1) 19:16	available (6) 22:21;23:10,12; 25:3;30:3;41:11
\$66 (1) 55:13	adjoin (1) 59:11	alleys (1) 52:3	arise (1) 51:15	aware (3) 20:1;22:8;30:2
A	adjust (1) 51:19	Almost (1) 55:12	around (11) 4:1;5:18;15:24; 17:4;22:9;24:17; 25:11;28:2;36:22; 38:2;58:14	awareness (1) 15:10
ability (5) 14:24;19:1;33:14; 51:13;57:20	Administration (1) 6:18	altogether (1) 13:7	Asia (2) 17:12;24:4	ayes (7) 3:10,13;10:2,5; 48:23;49:2;59:15
able (7) 6:2;8:5;14:2,6; 30:9;34:10;41:5	administrative (1) 42:16	always (3) 14:1,8;17:24	Asian (1) 24:19	B
Abolt (1) 45:23	advance (1) 4:3	amazing (1) 16:4	assessed (1) 50:8	back (10) 18:17,18;21:18; 22:16;35:10;39:23; 45:23;46:4;52:17, 18
above-entitled (1) 59:20	advances (1) 25:1	amendments (1) 3:6	assessment (1) 50:16	bad (3) 54:7;57:8,9
absolutely (1) 20:17	advertising (1) 12:18	Ameresco (1) 55:23	asset (2) 6:21;7:14	bandwidth (1) 57:17
Academy (3) 8:20;28:13;38:4	advising (1) 9:2	amount (5) 6:16;13:22;35:7; 38:19;39:4	assets (8) 5:9;6:11;17:18, 20,21;21:2,17;25:8	bar (1) 26:21
access (5) 18:8;20:19;22:24; 23:8;58:5	advisors (1) 4:21	analysis (1) 9:2	assist (1) 5:9	BareBox (1) 12:17
accessing (1) 19:2	AECOM (7) 45:24,24;46:4,7; 47:2,20;48:3	announced (1) 7:20	assistance (2) 46:9;55:8	Barrett (4) 2:7,8;40:4,12
accomplish (1) 8:9	affects (1) 57:11	answered (1) 23:15	assistants (1) 3:20	base (2) 3:16;55:7
accomplished (1) 8:22	affords (1) 51:13	ante (1) 33:14	assisting (1) 7:11	based (2) 18:13;43:22
accordingly (1) 51:20	AFL-CIO (1) 16:22	anticipated (1) 51:22	associate (1) 6:14	basically (1) 12:1
accounting (3) 7:11,19,22	again (7) 4:16,21;15:11; 16:24;36:24;37:2; 51:24	anticipating (1) 58:3	associated (1) 54:8	basis (2) 51:3;54:21
achievable (2) 21:17,22	agencies (1) 37:18	applicable (2) 22:6,7	Association (1) 5:20	Bay (1) 43:15
achieve (4) 26:11,22;34:10; 48:1	ago (2) 36:2;55:19	Applications (2) 18:4;50:21	assumptions (1) 21:7	beat (1) 58:22
acknowledge (1) 7:18	agreed (1) 9:19	apply (1) 25:12	astounding (1) 58:17	beats (1) 58:23
acquisition (1) 29:18	agreement (2) 8:3;13:3	appreciate (5) 6:2;19:11;23:14; 39:21;41:1	attempting (1) 25:18	beauty (2) 51:12;53:21
across (7) 23:18;32:11;36:6, 11;52:10;58:8,9	ahead (2) 16:11,13	appreciates (1) 41:1	attend (1) 11:8	became (2) 32:4,8
activity (3) 22:4,10;31:15	aim (1) 57:17	appropriate (2) 15:4;47:24	attendance (1) 2:7	become (1) 35:1
actual (3) 17:18,20;31:15	Airport (5) 10:18;16:1;23:19; 25:20,24	approval (5) 3:7,8;9:12,21; 47:13	attendees (1) 29:15	bedroom (1) 57:19
actually (4) 27:11;33:7;37:17; 53:23	airports (1) 17:3	approve (1) 9:22	attending (1) 4:17	beginning (2) 38:9;40:22
add (2) 7:2;41:7	Alderman (2) 2:13;52:12	approved (2) 29:17;55:9	attention (4) 11:5;14:15;18:3, 22	begun (1) 35:1
adding (1) 40:21	Aldermanic (1) 46:12	approximately (2) 2:2;49:22	attorneys (1) 32:10	behind (2) 20:9,14
addition (4)	alignment (2)	architecture (1) 47:21	attract (1) 16:7	believes (1)

15:3 beloved (1) 37:18 benefit (2) 39:6;43:18 Benford (1) 8:3 besides (1) 55:4 best (6) 6:5;23:4;24:23; 27:13;28:3;59:5 better (5) 5:8;8:12;17:7; 27:21;57:2 bid (2) 23:6;39:12 bidding (2) 18:12;39:16 bids (2) 18:23;21:6 big (5) 15:21;18:16;37:3; 45:14;50:23 bigger (1) 17:4 bill (4) 22:11,17,19; 45:23 bit (4) 14:13;27:23; 31:14;46:22 block (3) 50:5,5;52:19 blue (4) 56:10,23,23; 58:12 blue-rich (3) 56:4,19;57:15 Board (15) 2:6;4:18,20; 10:13;18:22;19:9; 29:14;31:7;35:5,13, 17;42:10;46:6; 48:15;55:21 Board's (2) 18:2;39:22 bond (1) 22:5 bonds (1) 22:10 bonus (1) 10:10 borrowers (1) 55:13 both (10) 16:17;18:19,24; 28:20;32:9;34:19; 35:7;43:12;50:11; 53:10 bottom (1) 53:11 branch (2)	9:14;43:6 breadth (1) 19:22 briefly (1) 32:2 bright-white (4) 56:4,11,19;57:16 bring (6) 8:12;14:6;39:23; 42:12;43:1;44:1 bringing (1) 5:12 brings (1) 34:1 brought (1) 54:2 Brown (1) 8:3 Budescu (22) 10:14;11:22;13:2, 8,11,14;20:24; 22:16,20;24:16; 25:19;26:2,10,16, 18;33:15;39:15,18; 44:11,18,23;46:20 budget (9) 7:9,12;8:8,10;9:9, 10,13;34:10;48:4 build (4) 12:20;21:10;29:1; 31:18 building (5) 34:8;36:2,3,16; 42:21 built (1) 52:7 business (1) 60:7 busy (1) 41:4 buzz (1) 33:4	23:2,7;25:1;27:3, 13;28:1;31:3,17; 32:1;33:7;37:13; 39:7;40:1,4;41:7; 49:8;51:18,19; 56:14,15;57:2;58:6, 22 Canadian (1) 58:9 cancer (1) 57:21 canvassing (1) 50:5 cap (1) 23:11 capabilities (1) 14:23 capability (1) 43:11 capacity (4) 13:6;40:13,23; 41:14 capital (7) 18:2,10,24;19:3; 20:6,22;21:7 carefully (1) 19:9 Carl (1) 2:17 case (3) 5:12;17:24;47:2 cash (2) 18:13;19:5 catalyze (1) 44:4 catch (1) 32:9 cause (1) 59:20 caused (2) 13:20;56:18 CDOT (3) 50:11;53:2,4 center (1) 16:1 centered (1) 36:22 certainly (1) 50:24 certified (2) 8:3;60:16 CFD (1) 28:24 CHAIRMAN (48) 2:4,9,12,15,17,19, 22,24;3:4,8,11,13; 9:24;10:3,5;14:16; 16:11;19:10,19; 22:14,18;28:7,11; 30:12;32:16;34:15; 35:14;37:3,10;38:5, 6;42:1;44:9,17,22; 45:2,7,10;48:18,21,	24;49:2;52:12;55:3, 17;59:8,13,16 Chair's (1) 36:15 chance (1) 59:5 change (1) 53:24 changed (1) 27:14 Changes (2) 3:6;7:11 charge (2) 47:22;59:1 chase (1) 49:15 cheaper (1) 23:7 chemotherapy (1) 57:20 Chicago (28) 2:5;5:18;10:19; 11:15;16:18;17:6,7; 19:16;28:20,20; 29:7;30:23;36:8,18; 37:18;39:10;41:9; 48:15;51:2;54:2; 55:23;56:9,17;57:2, 4,8;59:3;60:7 choice (2) 23:9;55:24 Chorus (4) 3:10;10:2;48:23; 59:15 Christmas (1) 11:10 circle (1) 35:10 CIT (13) 5:1,4,22;10:23; 12:5;15:2;32:3; 41:8,19;46:9;48:14; 55:21,23 citations (1) 56:15 cities (3) 17:2,4,12 citizens (1) 10:20 CIT's (1) 40:13 City (56) 5:9;8:16,23;9:1,7, 19;10:15,21;11:15, 15;12:5,7,18;13:16, 18;15:2,22;16:1; 18:20;19:16;20:2,4; 23:11;27:19;28:2; 29:7,17,18;30:18, 23;32:10;33:22; 35:5;37:7,18;40:18; 41:1,9,16;43:13,18; 46:8;47:13;48:7,14,	15:49;17:50;4,5,14; 52:10;53:22;55:10; 59:4,7;60:7 City's (5) 5:8,11;8:13; 20:22;21:16 citywide (2) 50:2,16 clarify (4) 20:1;21:3;57:6,7 clarifying (1) 17:23 clarity (1) 38:12 classroom (2) 28:19;33:13 clear (5) 19:6;31:3,6,22; 41:8 clearly (1) 54:23 client (1) 28:23 close (6) 18:9,22;27:8,9; 43:6;48:4 closed (4) 8:11;43:16;55:9, 10 clutter (1) 57:22 coach (4) 53:14,16,22; 57:24 Cobra (3) 53:6,10;54:6 collaborative (2) 25:13;34:12 collaboratively (4) 34:3;46:8,10;47:6 column (1) 39:18 ComEd (1) 50:21 comfortable (1) 33:8 coming (2) 11:11;19:5 commenced (2) 2:2;12:1 comment (7) 26:24;30:12;32:1, 19;38:18;39:22; 55:16 comments (3) 39:23;40:2;59:10 Commissioner (2) 44:19;47:14 commitment (1) 35:11 Committee (1) 36:1 communicate (2)
	C			

53:1,1	47:4	14,17;20:5,21;21:7	DARLING (31)	12:13;41:2
communities (1)	consistent (1)	costs (1)	3:3,6,14;9:17;	delivery (2)
43:19	38:22	11:1	10:6,11;14:10,18;	25:2;54:8
Community (14)	consortiums (1)	Council (5)	15:7;16:13;26:14;	demonstrate (1)
28:18;29:9;34:17;	39:16	29:17,18;35:5;	17:28;10,12;35:1;	21:9
35:2,8;36:18;37:7;	construction (5)	47:13;48:7	38:17;39:14,21;	Denver (1)
38:1,15;39:6;43:23;	43:22;44:12;45:8;	countries (2)	40:5,16;41:15;42:3;	25:19
44:3;45:4;46:11	47:15,21	16:3;27:4	44:7;45:6,8,11;	Department (3)
commuter (1)	consultant (1)	country (5)	48:11;49:3;55:2,7;	28:23;37:19;42:6
13:19	12:8	5:18;25:18;32:12;	59:17	departments (4)
company (2)	consumption (1)	36:7,12	database (1)	5:9;31:24;34:20;
20:15;58:8	5:11	COUNTY (1)	50:10	41:22
compared (1)	context (1)	60:3	date (3)	dependent (1)
9:1	50:9	couple (4)	3:23;40:10;50:19	20:22
compete (2)	contingent (1)	17:13;20:24;	dates (6)	design (22)
23:5;27:13	11:6	49:11;52:22	3:16,20,21;4:4,8,	12:20;21:10;29:1;
competing (1)	continue (10)	course (3)	10	30:15;31:10,11,18,
27:20	4:7;5:6,6;6:7,10;	11:24;15:7;37:16	day (5)	21:33;22,24;34:5,8;
competitive (1)	8:9,23;35:6,12;	court (1)	16:22;26:17;28:5;	45:12;46:10,18;
17:3	40:18	60:6	50:6,6	47:3,6,11,15,18;
complete (1)	continuing (1)	CPD (2)	daylight (1)	48:5,16
38:21	5:17	28:24;37:16	51:8	designed (1)
completed (3)	contract (8)	create (1)	days (1)	47:24
48:9;53:10,12	13:16;21:15;47:5,	33:7	54:11	designers (1)
completely (2)	12,14;48:6,8,17	created (2)	day-to-day (2)	33:21
32:13;47:6	contracting (1)	44:3;45:3	51:3;54:21	designs (1)
completion (1)	46:18	creating (2)	deal (9)	33:19
48:16	contractor (3)	22:22;35:18	5:4;8:9,17,22;	detail (4)
concealed (1)	18:15,16;20:10	creation (1)	11:4;15:21;16:5;	11:23;21:13;26:4;
33:2	contractors (1)	17:18	18:16;43:15	28:15
conceptual (2)	33:21	creativity (1)	dealings (1)	determine (3)
33:18,24	contracts (1)	16:7	55:24	14:22;23:4;51:8
concerns (1)	58:4	credible (1)	deals (1)	determining (1)
51:14	contractual (2)	56:16	56:5	50:11
concession (1)	21:8,14	credit (7)	Deb (1)	detrimental (1)
13:3	contributed (1)	18:12,14,15;	2:20	57:10
concessionaire (5)	9:15	19:15;20:12,12,23	debated (1)	developer (1)
13:17;20:11,18;	contributing (2)	critical (2)	22:11	29:1
22:24;23:9	12:19;21:23	20:17;54:23	debt (2)	developers (1)
concessionaires (2)	control (4)	CTA (2)	19:2;22:6	33:20
23:4;25:7	51:13,18;52:6;	13:1,15	December (8)	developing (1)
concessions (1)	53:18	culmination (1)	2:5;4:6;11:9;	40:6
21:18	conversation (2)	21:19	28:8;48:7;50:19,20;	development (7)
concurrent (2)	31:14;54:20	curious (1)	60:9	5:7;34:13;42:5;
28:15;29:13	conversions (1)	14:2	decided (1)	43:21;44:4;47:3,18
condition (2)	50:22	current (4)	49:17	difference (2)
50:3,8	convert (1)	43:7;44:14;45:12;	decision (2)	15:18;44:9
conditional (2)	54:3	49:8	43:13;56:7	different (12)
9:12,21	converted (2)	currently (5)	decrease (1)	8:15;13:24;14:5,
conducted (1)	49:22;52:4	22:10;25:23;	9:15	14,21;15:16;27:1;
46:11	cool (1)	45:18;51:16;56:9	degree (1)	29:20;32:20;33:4;
Conference (4)	52:19	curriculum (1)	6:19	41:22;52:23
6:1;11:8;28:8;	coordinated (1)	34:7	degrees (1)	dimming (1)
29:15	36:14	cut (1)	24:22	57:22
confused (1)	coordination (3)	49:15	delay (1)	direct (1)
51:9	11:15;13:17;		54:8	10:19
conjunction (1)	28:23	D	delays (1)	directly (2)
50:1	COPA (2)		53:20	4:13;56:18
connected (3)	35:17;37:11	Damon (5)	deliver (1)	directors (1)
17:2,8;25:20	core (1)	2:22;16:11,13;	43:11	4:18
connecting (1)	43:12	19:10;22:8	delivered (1)	disconnection (1)
15:24	cost (10)	Damon's (1)	54:9	57:23
considered (1)	18:1,10,24;19:2,3,	27:8	delivering (2)	discuss (3)

4:19;11:20;28:14 discussed (4) 22:3;42:9,9;46:5 discussion (1) 35:23 dispute (1) 37:20 disruptive (1) 56:12 document (2) 9:2;11:24 documentation (1) 56:16 documents (3) 9:10;47:12;56:15 DOJ (1) 36:22 dollar (1) 8:24 domestic (1) 33:3 Dominguez (2) 3:18;7:8 done (20) 5:23;6:16;20:4; 24:11;27:2,13,19; 32:3;34:11;36:21; 38:24;41:12;47:10; 48:3;50:15,16; 52:14,18;53:6; 54:11 DOT (1) 22:23 doubt (1) 41:5 Dowd (1) 6:9 down (9) 24:3,8;39:1;43:1; 52:16;54:1;57:17, 20;58:15 Downey (1) 6:13 downloaded (1) 11:5 downtown (4) 10:19;11:3;12:2; 27:16 draft (1) 21:15 drove (1) 52:16 due (3) 11:13;28:9;29:19 duly (1) 60:5 during (1) 21:17 dusk (2) 51:8;52:23	Eagle (1) 25:19 earlier (1) 51:6 early (1) 29:22 easy (1) 57:13 echo (1) 16:16 economic (2) 5:7;44:4 economical (1) 48:1 economically (1) 43:13 economics (3) 18:19;20:7;27:17 ecosystems (3) 56:13,22;57:12 effective (2) 12:12;17:2 effectively (1) 34:9 effects (2) 57:10;59:6 efficient (4) 5:10;12:12;52:15, 20 efficiently (3) 30:19;34:9;43:12 effort (4) 17:5;36:14;50:2, 23 efforts (2) 14:17;40:14 either (1) 44:14 Electric (2) 27:20,22 eliminated (1) 56:24 eliminating (1) 57:15 else (3) 23:24;24:11;27:2 e-mail (1) 55:20 Emanuel (1) 10:15 embedded (2) 17:15;19:3 employees (2) 6:7;44:13 encourage (1) 39:5 end (6) 18:5,7;28:4; 29:16;49:21;54:12 endeavoring (1) 31:16 ending (1) 57:18	ends (1) 13:4 energy (1) 5:11 engage (3) 16:22;34:17; 48:14 engaged (1) 37:13 engagement (7) 35:2,8;38:1,14,16, 22,23 engaging (1) 35:17 engineering (1) 16:8 Englewood (4) 42:13;43:23;44:2, 20 enough (3) 16:7,7;49:14 entail (1) 49:21 enter (3) 47:3,14;48:7 entered (1) 8:2 entertain (1) 59:11 entire (2) 52:19;53:13 environment (3) 56:13,22;57:12 envision (1) 27:23 envisioned (2) 20:5;50:17 equivalent (1) 37:11 escapes (1) 24:21 especially (4) 5:11;57:15,16,19 estate (1) 31:18 estimated (1) 29:3 Europe (2) 17:12;24:4 evaluation (1) 30:7 events (1) 46:13 everybody (3) 4:2;40:23;55:21 everyone (6) 3:15,21;4:15,16; 49:13;59:17 everyone's (1) 3:5 exactly (3) 15:19;21:13; 25:22	example (1) 39:10 exceed (1) 41:5 excellent (3) 7:24;14:11;41:16 excited (1) 33:10 execute (1) 30:19 execution (1) 28:6 existing (5) 13:15,18,20; 37:12;42:6 expect (5) 25:10,11;29:21; 35:2;43:16 expectation (3) 29:23;30:10;47:9 expectations (1) 26:21 expected (3) 12:14;13:2;33:19 expenses (2) 9:6;27:6 expensive (1) 45:15 experience (1) 17:11 experiences (1) 50:24 experts (2) 58:13,15 explain (2) 17:16;26:23 explanation (1) 23:14 explicit (2) 30:16;31:9 Express (8) 4:22;5:12;8:21; 10:12,17;24:19; 25:21;35:11 extensive (1) 32:4 extensively (2) 29:10;46:5 extent (4) 17:17;18:5;19:1; 57:1 extra (1) 54:10 extraordinarily (2) 41:4;45:20	42:5,11;45:12,17; 47:7,8,15,22;48:9 facility (12) 12:4;28:24;34:6, 9,14,23;42:7;43:4,7, 8;54:2;59:3 Fair (1) 27:21 fairs (1) 46:14 familiar (1) 49:7 far (7) 4:3;6:6;26:1,2; 46:7;55:2;59:5 fast (2) 17:10;52:15 faster (1) 10:19 favor (4) 3:9;10:1;48:22; 59:14 feasibility (1) 10:16 feasible (2) 21:22;26:19 February (3) 3:23;4:5;46:15 Federal (6) 6:1;18:4,8;20:20; 22:2,23 federally (1) 22:6 feedback (1) 21:21 feeling (1) 40:13 feet (3) 42:18;43:4,9 fellow (1) 31:7 fellows (1) 6:9 few (4) 4:18;10:13;12:22; 15:12 field (1) 33:10 Fighters (2) 28:21;36:9 fill (1) 46:17 filling (1) 52:1 final (1) 8:16 finalize (1) 4:8 finalizing (1) 48:4 Finance (7) 5:20;16:8;21:10; 23:5;27:3;29:2;
E			F	
			faces (1) 20:2 facilitate (2) 23:2;25:2 facilities (9)	

31:19 financial (2) 7:10;14:24 financing (24) 12:12,14,20; 15:15;16:20;17:14; 18:4,6,9;19:12,14, 17:20;19,20,20; 21:14;22:2;23:1,6, 20,22;25:2;27:9; 34:1 fine (1) 13:10 finish (2) 40:6;50:18 Fire (10) 28:20;32:5;34:4, 6,35;7;36:9;37:10, 19,21;39:24 firm (2) 8:4;40:9 firms (2) 9:1;14:6 first (12) 3:2;10:11;21:1,1; 30:23;36:9;37:5; 45:19;52:7;56:6; 57:13;60:5 Fischer (3) 55:17,18;59:8 five (2) 6:7;37:9 fix (1) 57:13 fixtures (5) 49:22;50:1;56:1; 58:6;59:1 Fleet (4) 28:24;42:6;47:22, 23 flexible (2) 21:20;22:1 flow (2) 18:17,18 flows (2) 18:13;19:5 focus (5) 9:5;19:11;41:2; 49:18;51:24 focussed (2) 31:9;47:17 folks (6) 16:7;26:7;32:10; 38:3;47:21,22 folks' (1) 39:1 follow (3) 16:15;40:12; 54:14 foregoing (1) 60:9 form (2) 21:15;39:16	formal (1) 34:19 formally (1) 6:12 forth (1) 17:22 fortunate (1) 14:11 forward (11) 5:13,14;7:4; 11:19;12:24;33:13; 35:3;37:8;40:2,14; 49:4 forwarded (1) 55:19 four (1) 37:9 frequency (4) 26:4,5,7,11 fueling (2) 43:5,8 full (1) 19:21 full-time (1) 6:7 fully (2) 52:5,6 fun (1) 10:7 function (3) 7:22,23;8:5 funding (1) 12:16 funds (3) 9:7;12:19;21:23 further (1) 44:4	glare (1) 57:21 glitches (1) 51:5 global (1) 25:7 GMP's (1) 48:5 goal (7) 10:17;40:5;43:10; 44:4;45:11,18;52:7 goals (3) 26:18;29:5;48:1 goes (1) 6:6 Good (9) 3:14;14:4;22:22; 27:24;34:1;47:10; 54:5;55:2;56:21 government (1) 28:3 Great (17) 2:24;3:14;5:3; 6:11,23;8:9,22; 11:4;14:9;16:2,9, 14;28:14;34:24; 49:3;55:7,14 greater (2) 21:13;35:3 greatest (2) 9:7;57:1 ground (1) 23:23 groundwork (1) 32:7 group (8) 10:14,23;11:10, 16;12:9;15:2;22:4; 24:16 grow (1) 5:6 growth (1) 27:16 guaranteed (3) 47:8,16;48:6 guide (1) 24:15	happening (4) 15:23;18:11;31:5; 36:11 happy (1) 47:10 hard (2) 3:19;40:24 harm (1) 56:6 harmed (1) 56:23 harmful (3) 56:12;57:3;59:6 harnessing (1) 41:11 head (1) 53:10 headquarters (2) 42:7,16 heads (2) 53:6;54:7 health (2) 56:12;57:11 heard (3) 35:23;36:19; 55:22 Heathrow (1) 24:19 heavily (1) 27:4 held (2) 46:12,15 Hello (1) 16:12 help (6) 23:2;25:1,12; 28:3;37:6,7 helped (2) 23:22;37:22 helpful (2) 19:12,20 helping (2) 7:13;37:20 Hernandez (1) 7:18 hey (1) 27:2 Hi (2) 16:13;55:18 high (8) 23:17;24:7;25:16; 33:1;40:19;41:3; 51:10;54:23 highest (1) 46:24 Hilda (1) 7:18 hold (1) 53:14 holding (1) 46:14 home (1) 52:17	Homebuyers (1) 55:8 hope (4) 6:21;8:5;55:20; 58:7 Hopefully (5) 3:5;5:13;6:22; 16:6;30:9 hoping (2) 24:24;48:5 Hopkins (1) 6:19 hours (7) 26:13,16,17;29:6; 41:18;47:19;54:11 House (1) 22:12 Housing (1) 36:1 Hubbard (18) 2:15,16;3:9;9:14; 12:22;13:5,9,13,21; 15:18;38:18;39:17, 20;44:5;48:20,22; 59:12,13 huge (2) 11:10;13:22 human (2) 56:12;57:11 hundreds (1) 47:19
	G			I
	game (2) 37:2,4 gap (1) 27:9 garage (1) 42:20 Garfield (2) 28:18;29:9 gathering (1) 39:11 general (2) 9:16;27:20 Generally (1) 51:4 George (2) 49:9;58:2 gets (1) 30:23 Given (4) 38:19;39:4;41:6; 60:11 gives (2) 41:13;58:6	hand (3) 21:18;50:22,22 handle (1) 8:4 handling (1) 7:11 hands (1) 41:13 happen (6) 36:7,13;38:2,3; 52:24;54:14 happened (3) 36:6;37:23;54:22	H	ideas (6) 5:13;27:12,13; 28:1;35:18;40:1 ILLINOIS (1) 60:1 implicit (1) 20:12 imply (1) 39:10 important (4) 26:5;27:10;36:8; 50:19 impossible (1) 32:22 improve (1) 58:4 improving (1) 10:18 including (5) 6:8;23:19;44:18; 57:5,24 inclusive (2) 45:5,6 incorporate (4) 38:9,11;39:23; 40:1 independent (1) 8:4 independently (2)

39:12,16 inferior (1) 56:18 information (4) 5:15,21;8:18; 46:17 Infrastructure (7) 2:6;15:13;16:20, 23;37:12;43:20; 50:14 innovation (1) 33:9 innovative (4) 16:19;31:10,11, 21 inside (1) 37:21 install (4) 54:3;56:9;57:13; 58:6 installation (1) 49:18 installations (1) 56:3 installed (4) 50:1;52:10;56:9; 57:4 installing (1) 57:8 instead (2) 18:11;56:10 instituted (1) 10:15 instrument (1) 22:21 instruments (2) 15:15;22:6 insurance (1) 7:12 insure (1) 34:5 integral (1) 49:10 intending (1) 39:7 intention (1) 17:19 interest (6) 11:17;14:1,8,11; 25:6;30:5 interested (2) 21:9;34:21 interfere (1) 13:14 interference (1) 13:20 internal (3) 53:18;54:4,9 International (1) 5:19 intersecting (1) 40:14 into (10)	5:13;8:3;10:7; 11:23;18:18;42:20; 45:19;47:14;48:7; 57:18 introduce (4) 6:12;8:6;45:23; 48:5 introducing (1) 8:6 introduction (1) 40:17 invested (1) 34:23 investment (1) 43:20 invitations (1) 6:3 invited (1) 47:1 involved (2) 32:4,8 involves (1) 17:18 issue (7) 3:23;17:5;18:2; 21:12;29:22;53:7; 58:19 issued (7) 11:18;21:4;25:5; 28:22;29:13;36:22; 46:4 issues (6) 17:14;19:12;20:1; 36:17;37:8,16	K keep (2) 5:2;35:12 keeping (2) 36:17;37:1 key (1) 16:21 kind (15) 16:19;23:18,19, 21;24:4,11,14,15; 30:15;32:9;38:1; 49:15;50:19;51:11, 14 kinds (1) 14:23 knowledge (1) 19:22 knows (1) 49:14 Kurt (1) 16:10 Kwak (1) 6:9 Kym (1) 2:15 Kym's (1) 26:24	25:12 learning (1) 50:24 leases (1) 17:22 least (1) 26:11 leave (1) 23:3 LED (9) 49:23;52:5;54:3; 56:4,8,19,20;57:3,7 LED's (4) 49:19;51:16; 56:21;58:3 left (1) 52:16 lenders (1) 55:9 lends (1) 35:20 Leslie (3) 15:6;16:10;19:21 less (3) 11:1,2;56:17 lessons (1) 25:12 level (4) 14:14;15:9;26:4; 30:5 light (12) 8:12;50:3,9; 56:18;57:10,12,14, 16,18,21;59:3,7 lighting (12) 8:11;49:7;50:13; 51:12;53:6,7;55:4; 56:19;57:2;58:13, 15,16 lights (12) 51:6,10,14;52:10; 53:11,11,15,16,22; 57:17,22,24 likely (2) 12:4;33:11 line (2) 24:3;34:6 Lingenfelter (4) 2:17,18;3:7;26:23 list (6) 11:14;29:21;30:2, 9;31:4;40:5 listing (1) 31:20 little (5) 14:13;17:15;22:1; 27:23;31:14 live (1) 34:17 loans (3) 55:9,10,12 local (1) 29:8	locations (2) 8:15;43:24 London (1) 17:11 long (2) 27:19;45:1 longer (1) 54:7 long-term (2) 13:3;27:17 look (9) 10:16;15:12,23; 19:4;22:22;24:3,17; 49:4;58:14 looked (2) 14:20;19:13 looking (6) 4:4,11;5:14; 24:14;26:11;31:1 lost (1) 31:13 lot (7) 5:15;14:1;33:9; 36:20;41:20;51:1; 53:22 low (5) 18:10;19:2,14,16; 20:21 luminaire (2) 58:11,21
	J January (4) 11:13;28:9;46:15; 48:8 job (5) 16:22;46:14; 47:10;48:3;52:14 jobs (13) 31:8;43:22;44:1, 2,5,6,8,12,21,23; 45:3,8,9 Johns (1) 6:19 joined (2) 6:14;10:9 Joint (2) 8:20;28:12 Jones (1) 39:12 Jorge (3) 10:8,9;16:15 Julie (1) 60:5 June (1) 4:5 justify (1) 57:23	L LA (1) 17:8 lamppost (1) 50:3 land (1) 29:17 Lang (1) 39:12 large (2) 11:6;32:21 largely (1) 20:3 last (15) 4:18;7:21;10:13, 15,24;15:12;28:14; 29:11,14;30:13; 38:23;42:10;46:6; 49:24;50:7 later (1) 51:6 launched (1) 8:21 law (1) 41:19 layer (1) 33:15 leader (1) 16:19 learn (1) 6:4 learned (1)	M main (4) 28:23;42:12,15; 49:19 maintain (2) 21:11;45:15 maintaining (1) 50:13 maintenance (4) 12:3,21;42:19; 43:2 major (3) 17:1,12;40:14 makes (2) 15:4;23:9 making (6) 35:18;36:15,19, 24;37:4;56:7 manage (1) 7:13 Management (3) 28:24;42:7;51:12 managers (1) 41:10 managing (4) 7:9;8:13,19;9:6 manner (1) 37:6 manufacture (2) 58:10,16 manufactured (1)	

53:19 many (4) 11:5;27:24;32:20; 54:6 map (1) 49:8 market (4) 11:17;14:7,22; 15:4 MARQUISOS (10) 32:1,18;34:24; 41:7;49:13;53:3,14, 17:54;17,19 martyr (2) 26:8,9 MarySue (1) 2:7 Master's (1) 6:17 matter (3) 18:1;20:3,9 matters (1) 3:1 maximum (3) 47:8,16;48:6 may (10) 3:22;7:1;15:3; 20:13;24:18;34:18; 40:20;46:4,20; 58:20 maybe (6) 17:16,20,21;21:1; 22:9;37:12 Mayor (1) 10:15 MBE (3) 8:4;29:4,5 mean (12) 11:22;15:6,8,9,16, 20;32:18,23;34:20; 37:11;52:15;54:20 meaning (1) 20:13 means (1) 39:13 meant (1) 42:19 mechanisms (1) 34:19 meet (1) 41:5 meeting (19) 2:1,5;3:5,16;4:17, 20;5:2;7:21;28:14; 29:14,18;30:8; 40:22;42:10;46:6, 21;49:5;60:8,11 meetings (7) 3:18;4:18;6:10; 10:13;32:5;35:5; 46:12 members (2) 31:7;36:18	mentioned (8) 10:13;14:19; 24:18;37:3;40:17, 20,21;52:22 mesh (1) 52:6 met (1) 6:10 Metra (1) 26:9 metropolitan (1) 32:21 Michael (1) 2:9 mid (1) 52:4 middle (2) 24:9;30:6 might (1) 17:23 Miguel (1) 2:9 million (7) 9:19;34:16;37:2; 43:15;55:11,12,13 mind (2) 19:24;36:17 minimize (1) 57:14 minimized (1) 56:24 minimizing (1) 57:15 minimum (1) 12:2 minute (2) 38:23;46:2 minutes (6) 3:2;11:1;26:6,12; 49:11;55:19 Miss (3) 48:22;59:8,13 mixed (1) 24:22 mobility (1) 6:17 moderate (1) 43:2 modest (1) 8:10 moment (3) 15:3;19:17;24:21 money (1) 53:23 monitor (1) 51:18 month (2) 29:21;40:6 months (4) 8:22;29:4;38:23, 24 moratorium (2) 56:3,8	more (16) 5:3,3,9,15;7:2; 8:12,17;11:23;14:6; 19:15;22:1;26:8; 30:8;37:17;43:12, 12 morning (1) 3:14 most (8) 12:12;22:5;32:2; 34:9;47:24;56:12; 59:3,4 Motion (5) 9:22,24;48:18,19; 59:11 Move (11) 3:7,8;7:4;10:7; 11:18;37:8,8;42:2, 20;55:5;59:2 moved (4) 7:21;48:21;59:12, 13 moves (1) 35:3 moving (2) 12:24;45:21 much (6) 6:23;24:9;31:17; 45:14;51:22;59:17 multiple (2) 12:6;46:14 multitude (1) 32:13 municipalities (1) 32:6 myself (1) 6:8	40:20;48:18 needed (2) 57:18,23 needs (8) 16:18;31:22;34:6; 38:1,2,2;50:12; 56:24 Neenah (1) 43:3 negotiation (1) 48:16 neighborhoods (1) 5:8 Network (3) 5:20;51:17;52:6 new (15) 4:19;17:8;28:17; 31:23;34:23;36:6, 12;40:7;42:11,15; 44:19,21;45:19; 57:3;58:10 news (2) 54:5,7 next (8) 28:7;30:8;31:3; 40:10;42:2;46:19; 49:4;55:6 nice (1) 27:18 night (1) 57:16 Nobody (1) 27:2 node (3) 53:18,20;54:4 nodes (3) 54:9,9,21 North (12) 42:4,7,18,24;43:1, 3,5,6,7,14;44:15,15 note (1) 5:16 noticed (1) 5:17 November (3) 29:18,19;58:20 number (6) 16:16;24:17; 41:18;44:10,10; 45:2 numerous (2) 41:22,22	October (3) 3:4;29:13,16 off (5) 16:3;23:23;51:11, 20;57:22 offerings (1) 13:19 office (2) 6:24;52:17 officers (5) 30:24;35:24;36:9; 37:4,5 offices (3) 44:14,16,20 offline (1) 19:20 O'Hare (11) 4:22;5:12;8:21; 10:12,16,17,18; 11:3;12:3,4;17:9 old (1) 42:18 once (2) 34:2;46:24 one (21) 7:2;12:3;16:23; 19:16;20:10;21:3; 23:5;26:23;27:18; 30:13;34:15;35:22, 24;37:17;38:18; 40:21;49:20,20; 52:22;53:8;55:15 ones (3) 27:4;57:5,9 ongoing (1) 56:3 only (2) 43:4;56:4 open (4) 12:5,10;48:9; 55:12 operate (1) 21:10 operating (4) 13:16;25:8;45:13; 48:1 operations (5) 8:15;12:20;45:13, 18;47:23 operative (1) 27:5 opportunities (1) 28:2 opportunity (8) 4:19;6:3;9:10; 31:19;35:4,15; 44:24;45:22 opposed (3) 3:11;10:3;48:24 optimistic (1) 15:20 options (1) 19:23
		N		
		name (1) 24:20 nanometer (1) 56:23 nanometers (1) 56:11 narrative (1) 31:13 national (2) 14:15;16:23 nature (2) 31:10,11 near (2) 12:4;17:10 nearly (1) 54:6 necessarily (1) 25:3 necessary (1) 27:9 need (8) 19:9;29:8;31:1; 36:14;37:22,22;		
			O	
			oath (1) 60:6 objective (1) 10:24 obviously (3) 17:5;18:9;38:7 occasional (1) 57:5	

order (3) 2:6;7:1;48:8	10:7;12:8;22:11, 24;31:2,8;38:15; 47:4;52:7;55:6	37:1	possible (5) 4:3;18:8;40:7; 48:9;57:1	58:12
organization (1) 6:15	participate (2) 15:1;34:13	perspective (1) 16:17	possibly (1) 36:7	problematic (1) 4:12
organizational (1) 3:1	participating (1) 41:21	phase (3) 31:4;47:3,18	potential (2) 12:6,10	proceed (1) 40:8
O'Shea (2) 2:13,14	particular (1) 18:3	Phoebe (1) 6:13	potentially (1) 18:20	proceedings (3) 59:19;60:8,10
others (2) 6:5;22:9	particularly (1) 4:12	phone (1) 2:20	practices (2) 6:5;24:23	proceeds (1) 35:13
otherwise (1) 22:1	parties (1) 21:9	physical (2) 17:18,21	Prado (1) 7:19	process (20) 12:16;25:14; 27:11;30:7,16,22; 34:1,12,18;35:6,20, 21;38:13,16;46:1,6, 19;48:16;53:21,24
ought (1) 56:2	partner (2) 8:23;40:18	pick (3) 33:22,23;34:2	precedence (1) 24:19	processes (2) 23:3;35:19
out (13) 15:14;16:2;19:5; 33:22;37:19,22; 44:19;50:6;51:11; 52:1,7;53:8;55:9	Partners (3) 39:11,24;41:16	picking (1) 56:21	precedents (1) 24:17	procurement (9) 8:14,19;11:24; 12:16;28:22;33:17; 40:9;46:21;47:4
outdoor (1) 57:1	part-time (1) 6:8	piece (1) 31:21	preference (1) 21:16	procurements (1) 14:12
outlined (2) 12:6;49:21	party (1) 12:15	Pittsburgh (1) 6:18	prepare (1) 39:3	produce (1) 59:4
outreach (3) 7:5;46:12,13	pass (1) 7:6	place (3) 11:9;29:16;34:22	prepared (2) 32:16,19	producing (1) 50:10
outstanding (1) 3:23	passed (1) 22:12	places (2) 24:4,14	preplanning (1) 32:2	product (1) 58:18
over (13) 15:11,11,11; 16:24,24;23:23; 29:14;37:9,16; 44:24;46:2;55:11, 13	past (9) 8:10,22;13:24,24; 14:17,20;25:4;37:8, 9	plan (4) 12:18;23:1,4;34:1	presentation (1) 5:15	production (1) 9:3
overseas (1) 53:19	path (1) 54:23	planning (2) 7:9;36:21	pressure (1) 51:10	Professional (1) 5:20
overview (1) 11:21	patients (1) 57:21	plant (1) 42:19	presubmittal (1) 29:15	program (2) 22:13;41:10
own (5) 21:17;28:5;33:22; 39:18,20	Patty (4) 3:18;4:13;7:8,13	playing (1) 32:9	pre-submittal (1) 11:8	programs (1) 22:5
ownership (1) 18:7	pay (2) 9:1;18:22	plays (1) 16:18	presumably (1) 19:14	progress (1) 49:12
owns (2) 17:19;21:2	PC (1) 20:5	please (2) 4:12;9:21	pretend (1) 33:11	project (57) 4:19;5:19;6:14; 8:11;10:7,12;11:18; 12:1,13,17,21,23; 16:21;17:17;18:13, 19;19:4;20:3,6,8; 21:11,19,24;22:7, 23;23:12,22;25:3, 13,20;26:18;28:13, 16;29:2,3,5;30:6,11; 31:18;32:3;35:3,9; 38:20;44:2,5; 43:10;46:3,14; 47:13;48:12,17; 49:8,10,12,14; 51:21;58:18
P	pennies (1) 8:24	pleased (2) 30:4;48:2	pretty (4) 24:9;28:14;29:10; 33:12	projects (13) 4:24;5:3,6,7,13; 14:12;19:13;25:11; 40:18;41:8,9,18,21; 46:10
P3 (1) 6:1	percent (6) 29:5,6,6,8;50:15, 16	plus (1) 18:14	previous (3) 6:10;46:21;51:7	promised (1) 42:11
PABs (5) 22:10,13,20;23:8, 10	people (13) 11:6,10;16:16; 17:23;18:12;24:2; 25:10;32:14;33:7; 34:17;37:21;41:20; 50:5	point (9) 14:21;16:23;27:8; 33:16;36:15;46:16; 48:12;54:23;55:15	previously (1) 30:4	property (2)
package (1) 23:6	pennies (1) 8:24	pole (3) 50:6,6;53:7	price (5) 47:8,11,16;48:6; 58:23	
panel (2) 5:21;6:1	percent (6) 29:5,6,6,8;50:15, 16	poles (1) 50:8	primarily (2) 43:22;46:9	
parent (1) 20:15	perfectly (1) 42:22	Police (6) 28:20;32:5;34:4, 7;35:7;39:24	priority (3) 30:18,21;40:19	
Paris (1) 17:11	permanent (5) 44:5,6,8;57:1,23	policy (1) 16:23	private (9) 9:1;12:15;22:4, 10;23:20,21,21; 27:12;57:18	
Park (2) 28:18;29:9	permitting (1) 55:1	polluted (1) 59:4	privately (1) 13:16	
part (10)	person (3) 7:2;40:21;55:15	pollution (5) 56:18;57:11,12, 14;59:7	probably (8) 13:8,12;15:9; 22:5,8;27:7;44:15; 47:19	
	personally (2) 32:12;33:10	portion (2) 22:3;23:15	problem (4) 17:1;19:7;57:8;	
	personnel (1) 6:6	positive (2) 51:5,23		
	persons (1)	positively (1) 11:7		

45:14;57:19 proposal (1) 47:1 proposals (3) 21:5,6;46:23 proposed (1) 8:8 proposer (1) 29:23 proves (1) 12:12 provide (10) 5:7;8:24;9:6; 10:19,24;28:3,19; 38:12;43:18;56:16 provides (1) 21:13 providing (4) 4:23;5:9,14;9:4 prudently (1) 9:6 Public (22) 6:17;8:20;12:19; 16:20;19:2,14,17; 21:23;23:20,21; 24:10;28:4,13; 30:24;31:13;32:14; 34:21;39:10;40:2; 51:4;55:16;59:10 pull (1) 16:3 purposes (1) 16:20 push (1) 38:10 pushing (1) 31:20 put (3) 22:16;56:8;58:15 puts (1) 33:23 putting (2) 41:17,23	quote (1) 32:11 R radio (1) 55:22 rail (9) 13:5,6,12,18,19; 17:9;23:18;24:7; 25:17 raised (1) 30:13 ram (1) 39:1 Ramirez (9) 10:8,10;15:6,8, 19;25:24;48:19,21; 59:14 range (1) 58:23 ranked (1) 47:1 rather (2) 21:8;39:7 reaction (1) 51:4 real (4) 17:1;18:24;20:21; 31:18 reality (1) 5:14 really (21) 5:13;6:2;26:5; 27:10,12;30:12; 31:20;32:2,6,7,23; 33:10,14;39:21; 41:10,23;47:17; 48:2,3;49:10;52:19 reason (2) 21:24;22:22 rebate (1) 54:15 rebates (1) 50:21 recall (1) 46:20 received (3) 9:18;11:4;29:20 receiving (2) 14:14;53:20 Recently (3) 5:18,24;6:14 recommend (2) 48:13,15 record (1) 10:8 recruiting (2) 7:5,5 redesigned (1) 58:21 reduce (2) 5:10;58:12	reducing (2) 57:21;59:6 refine (1) 47:7 reflect (1) 10:8 reform (1) 22:11 regarding (1) 48:17 reinstalled (1) 54:4 reinventing (1) 24:6 reiterate (1) 40:4 relationships (1) 7:10 relative (2) 14:16;19:23 release (4) 28:15;40:6,10; 58:10 released (1) 10:23 reliable (2) 8:12;10:20 relocate (1) 44:2 relocated (4) 44:8,10,23;45:9 relocating (1) 44:14 relocation (2) 8:14;42:4 remain (3) 12:5;21:20;22:20 remarks (1) 17:14 reminder (1) 28:17 remissed (1) 7:7 removed (1) 22:13 renewals (1) 7:12 Renteria (2) 7:18,20 repairing (1) 50:13 repeatedly (1) 58:2 replace (1) 42:6 reporter (2) 60:6,16 reporting (1) 51:17 request (2) 21:4,5 requesting (3) 24:2,13;30:15	required (1) 29:7 requirements (1) 34:8 residential (1) 52:2 residents (5) 8:13;29:7;51:9; 54:3;56:17 resolutions (1) 48:14 resources (1) 41:11 respect (2) 15:24;38:8 respond (1) 32:15 responded (1) 11:7 respondent (1) 38:14 respondents (4) 11:14,17;15:1; 30:2 responders (3) 30:23;36:10;37:5 response (4) 3:12;10:4;14:3; 49:1 responses (2) 13:22;38:12 responsibilities (1) 41:6 restoring (1) 59:5 resubmittal (1) 28:8 result (1) 10:22 retained (1) 22:18 retrofit (1) 54:1 revenue (3) 9:15;12:17,18 review (1) 9:11 reviewed (1) 3:5 Reynolds (1) 44:19 RFP (12) 11:18;17:15;20:7; 21:13;25:13;29:22; 31:5;33:18;38:12; 40:7,11;46:4 RFQ (9) 8:21;10:23;11:4, 21;25:5;26:10; 28:16;29:13;30:2 ride (1) 11:2 rigged (2)	55:24;56:5 right (27) 2:4,24;3:17,22; 4:4;7:1;13:12; 14:21;15:5;16:5,14; 20:8;21:6;24:8; 26:19;28:11;30:7; 33:13;40:19,20; 41:4,15;42:1,20; 44:22;53:4;55:5 right-sized (1) 42:21 rightsizing (1) 45:16 rises (1) 33:1 risk (2) 23:8;47:6 role (2) 16:18;30:22 room (1) 45:24 routing (1) 28:2 RSVP's (1) 25:6 RTA (1) 13:1 rule (2) 56:6,7 run (1) 27:21
Q				S
qualifications (7) 11:12;21:4,10; 25:9;28:9;34:2; 46:23 qualified (2) 24:3;55:12 quality (3) 8:12;31:9;58:23 quarterly (1) 3:18 quick (1) 49:6 quickly (5) 3:15;5:16;45:21; 46:2;55:8 quite (1) 53:23	safe (1) 56:17 Safety (8) 8:20;28:13;30:24; 32:14;39:10;40:2; 56:13;57:11 same (1) 36:3 sat (1) 5:21 satellite (2) 42:23;43:3 saw (1) 48:13 saying (6) 14:16;16:15;19:6; 34:21;54:15;58:11 scenario (1) 28:19 scenario-based (1) 33:6 scenarios (1) 33:7 schedule (2) 3:17;4:14 scheduled (1) 50:18 schedules (1)			

4:1	share (7) 6:2,4,5;8:17;11:2; 50:24;55:20	sold (1) 43:14	stages (1) 8:17	structured (4) 18:7,13;33:17; 46:21
scope (3) 12:1;47:7;48:4	shared (1) 5:21	solely (1) 12:16	stake (3) 36:18;37:1,3	studied (1) 12:7
Scott (14) 2:10,11;23:15; 25:15;26:3,15; 35:16;37:15;52:12, 13;53:4,16;54:13,18	shoots (2) 23:18;24:8	somebody (2) 23:7;37:20	stakeholders (4) 34:12,16,18; 41:23	stuff (1) 24:14
Sean (1) 6:9	shop (3) 42:12,23;43:3	someone (2) 17:16;23:24	stand (3) 20:3,6;28:5	subcontractor (1) 46:13
season (2) 45:19;48:10	short (7) 6:20;11:14;29:21; 30:9;31:4,20;40:5	soon (4) 4:8;30:10;40:7; 48:9	standard (1) 33:12	subject (1) 13:23
Second (5) 9:23;13:21;48:20, 22;59:14	Shorthand (1) 60:16	SOQ's (2) 29:19,20	standing (1) 49:10	submit (1) 50:20
Seconded (2) 3:9;10:1	short-listed (1) 11:16	sorry (3) 2:20;3:15;26:8	standpoint (1) 28:6	subsequently (1) 21:12
Secondly (1) 17:24	shortly (2) 29:24;43:17	sort (14) 14:13;19:12,13; 26:20;28:3;30:20; 31:4,6,9,16,17,22; 38:9,12	starlight (1) 59:6	subsidized (2) 22:6;27:4
Section (1) 18:3	show (2) 55:22;56:14	sounding (2) 14:22;15:5	start (1) 51:23	subsurface (1) 12:11
sector (1) 27:12	shuts (1) 57:20	sounds (1) 38:6	STATE (1) 60:1	subways (1) 32:24
seeking (1) 21:6	side (4) 42:24;43:1,2; 49:20	south (2) 43:2;49:20	stated (1) 58:2	success (2) 16:2;24:22
seems (3) 18:21;25:22; 32:20	signed (2) 47:5;55:16	space (1) 6:5	statement (2) 11:12;28:9	successful (3) 12:24;29:23; 38:14
select (2) 29:1,23	significant (1) 56:16	spaces (1) 33:2	statements (1) 25:9	sued (1) 55:23
selected (7) 11:14;12:15;46:1, 5,7,24;47:2	Silvers (8) 2:22,23;16:10,12, 14;19:18,24;23:13	speak (3) 5:19;19:14;49:11	state-of-the-art (2) 28:19;32:11	suggest (2) 19:7,8
sell (1) 43:13	similar (6) 23:16,20;24:5; 25:15,17;27:24	speaking (1) 51:4	States (3) 17:1;25:16,23	suited (1) 31:12
Senate (3) 22:14,17,19	simple (1) 14:7	speaks (1) 52:20	station (2) 43:5,8	SUMMERS (46) 2:4,9,12,15,17,19, 22,24;3:4,8,11,13; 9:24;10:3,5;14:16; 16:11;19:10,19; 22:14,18;28:7,11; 30:12;32:16;34:15; 35:14;37:10;38:6; 42:1;44:9,17,22; 45:2,7,10;48:18,21, 24;49:2;52:12;55:3, 17;59:8,13,16
send (2) 58:12;59:1	site (2) 43:14;45:19	special (2) 7:8,16	steel (1) 42:18	support (6) 27:17;28:3,4; 45:12,17;56:15
sense (2) 41:8;42:24	sitting (2) 10:14;45:23	specific (3) 9:14;11:21;12:17	step (3) 28:7;40:10;57:13	supportive (1) 56:14
sensors (3) 51:7,8;52:23	situations (3) 32:14,21;33:8	Specifically (1) 56:23	Sterling (1) 43:15	sure (22) 4:2,14;7:17; 11:22;13:19;19:20; 29:11;30:1,2,2; 34:22;35:8,18,22; 36:15,19,24;37:4; 39:22;40:1;43:11; 47:23;51:19
sent (1) 30:4	six (1) 38:23	specifies (1) 26:10	still (4) 3:22,24;37:24; 47:3	surface (1) 12:11
separate (4) 13:1,6,12;45:9	size (2) 7:1;40:20	specs (1) 58:13	stop (1) 22:12	survey (1) 50:2
September (1) 4:6	sized (1) 42:21	speed (3) 23:18;24:7;25:16	straight (1) 33:12	
service (12) 5:10;10:20;11:1, 2;17:9;24:12,20; 25:21;26:13,16,17; 41:3	skeptical (1) 27:7	spending (1) 47:19	Street (6) 42:14;44:17,18; 52:16,18;53:7	
services (6) 8:1,24;9:3;13:15, 20;43:12	skilled (1) 44:1	spent (2) 53:22;58:22	streetlight (2) 56:1;58:11	
set (2) 20:13;27:11	sleeves (1) 39:9	spoke (1) 29:10	streets (2) 51:1;52:2	
setting (1) 26:20	small (1) 43:8	spring (1) 58:9	strong (2) 32:7;34:1	
seven (1) 54:11	smaller (1) 43:4	square (3) 42:17;43:4,9	strongly (1) 56:2	
	smart (2) 8:11;49:6	SS (1) 60:2	structure (5) 18:6;20:5,19; 21:14,14	
	snow (2) 45:19;48:10	staff (5) 3:19;4:12;5:4; 7:2;31:7		

suspect (1) 31:5	39:20	top (2) 53:6,8	23:23	users (2) 18:20;32:11
sworn (1) 60:5	thereafter (1) 29:24	topic (1) 54:20	turning (2) 51:6;57:22	using (1) 11:2
System (5) 4:22;5:12;10:12, 17;51:13	thinking (1) 5:13	Toronto (1) 24:20	two (8) 6:8;20:9;31:23; 34:20;40:13;49:19; 52:1,5	usually (1) 37:19
T	thoroughfares (1) 49:19	total (1) 55:13	type (1) 24:12	V
table (1) 22:9	thought (1) 2:12	totally (3) 12:24;32:12; 58:20	U	valuable (1) 53:24
tackle (1) 21:1	thoughtful (2) 33:24;35:15	touch (3) 3:16;4:13;55:7	ultimate (1) 23:6	value (3) 9:7;41:3;55:11
tackling (1) 51:2	thoughtfulness (2) 35:19;38:8	touched (1) 52:11	ultimately (8) 12:11;17:19; 18:20;21:16,20; 23:2,8;26:19	variabilities (1) 51:1
Taiwan (2) 23:17,18	three (6) 8:15;12:7;38:24; 42:11;46:10;47:7	towards (3) 12:19;21:23; 23:12	unaware (1) 32:13	various (1) 18:23
talk (3) 10:11;42:4;46:19	thrilled (1) 7:22	track (2) 50:18;54:10	unclear (1) 17:15	vast (2) 32:13;50:13
talked (2) 36:1;57:24	throat (1) 39:1	trained (3) 36:2;37:5,6	under-developed (1) 43:19	vehicle (3) 20:13,14;30:18
talking (2) 19:15;36:5	Throop (6) 42:4,8,18;43:7, 14;44:15	Training (14) 8:20;28:13,20; 30:14,21;31:10,12, 22,23;33:6;34:7; 36:3,10;40:3	undergrad (1) 6:19	vehicles (1) 43:1
target (2) 49:19;57:17	throughout (2) 8:16;57:4	transcribed (1) 60:8	underlying (3) 21:2,8,17	vendor (1) 46:1
tax (1) 22:11	thumbs (1) 58:15	transcript (1) 60:10	United (3) 17:1;25:16,23	vendors (1) 7:10
tax-exempt (2) 18:8;20:20	Thursday (2) 4:5,6	transit (1) 13:18	University (1) 6:18	via (1) 46:12
team (17) 5:1,4;6:14;7:19; 19:21;30:10;33:23; 38:10;39:5,19,20; 40:24;41:19,20; 47:2,20,20	tied (1) 12:9	transition (1) 7:24	unless (1) 32:23	viaducts (1) 52:3
teams (3) 29:20;30:5;39:15	TIF (1) 22:4	transportation (2) 10:18;24:10	unorthodox (1) 46:22	violence (1) 33:3
technological (1) 25:1	Tiffany (1) 6:9	travelers (1) 10:21	unquote (1) 32:11	volume (2) 22:22;23:11
technology (6) 14:6,21;15:14; 27:1,11;58:3	tight (1) 45:20	Treasurer (1) 33:16	up (14) 13:4,23;16:15; 20:13;23:3;24:8; 27:11;32:9;33:14, 21;40:12;49:10; 53:14;54:14	Walsh (1) 60:5
tentative (3) 3:16,24;4:7	timeline (5) 29:3,12;45:20; 46:3;54:15	tremendous (8) 6:16,21;7:14; 14:3;35:7;41:17,18; 48:3	update (7) 4:7;6:6;7:3; 28:12;30:8;42:2; 49:6	ward (5) 52:11;55:5;57:5, 6,7
term (3) 21:18,19;45:1	times (2) 11:5;15:12	trespass (1) 57:18	updated (2) 29:12;35:13	Wards (1) 55:10
terminal (2) 12:2,3	timetable (1) 40:15	tried (1) 15:11	updates (2) 4:23;10:7	watch (1) 19:9
terms (5) 18:24;21:8;30:14; 50:12;51:6	timing (1) 40:4	true (1) 60:10	updating (1) 49:4	wavelength (2) 56:10,24
terrific (1) 52:14	today (3) 4:21;5:15;8:18	Trust (6) 2:6;15:13;16:18; 20:16,18;31:15	urban (1) 6:16	way (8) 17:7;27:2,3,18; 31:23;33:17;46:22; 48:1
test (1) 59:2	today's (1) 4:17	Trustee (3) 3:9;9:24;10:1	use (5) 5:8;9:8;13:5,12; 39:5	ways (1) 17:3
testament (1) 4:24	together (4) 33:24;34:4;36:10; 39:11	try (3) 4:14;9:5;27:24	used (2) 30:19;37:13	WBE (3) 8:4;29:4,6
testified (1) 35:24	told (1) 54:17	trying (3) 4:1;24:23;39:1	useful (1) 50:11	weather (1) 54:24
thanking (1) 5:1	Tom (7) 5:18;10:13;11:20; 19:21;23:15;28:1; 46:16	Tuesday (1) 4:5		website (1) 30:3
Thanks (1)	ton (1) 41:24	turned (1)		Wednesday (1) 4:6
	took (2) 15:12;29:16			W

week (5) 10:24;11:9;49:24; 50:7;54:11	4:15;42:21;43:16	48:7	2500 (1) 43:9	8 (1) 29:5
weren't (1) 25:3	workshop (1) 42:15	14 (1) 27:1	27 (1) 36:2	8,250 (1) 51:17
West (4) 28:18;29:9;42:14; 49:20	world (7) 15:24;17:4;24:18; 25:11;36:12;58:14; 59:4	15 (3) 26:11,12;29:8	27th (1) 4:6	
Westinghouse (1) 27:20	World's (1) 27:21	150 (1) 29:14	28 (2) 4:5;29:5	
what's (12) 11:23;15:23; 18:11;20:11,12; 21:21;22;26:19; 44:9;46:19;47:23; 53:17	worth (1) 17:23	164,500 (1) 50:7	2FM (14) 8:14;32:3;34:4; 36:21;38:8;39:24; 41:20;42:16;43:11; 44:1,13;46:9;47:20, 21	
wheel (1) 24:6	worthiness (1) 18:15	1685 (3) 42:4;43:14;44:14	3	
whereas (1) 39:12	written (1) 58:4	16th (2) 52:16,18	3 (2) 42:5;43:23	
Whereupon (1) 2:1	wrong (1) 58:17	18 (2) 26:12;29:4	30 (2) 13:4;44:15	
wherewithal (1) 15:1	wrote (1) 6:13	1800K (1) 56:10	30-acre (1) 28:17	
whole (6) 18:19;19:4;37:7, 7;53:21;54:22	Y	19 (1) 55:8	31,000 (1) 43:4	
willing (2) 58:24;59:1	year (4) 8:10;10:16;40:8; 54:12	19,000 (1) 49:22	31st (1) 50:20	
windows (1) 57:19	years (5) 13:4;27:1;36:2; 37:9,17	190 (1) 55:10	330,00 (1) 50:4	
wish (1) 11:7	Yesenia (1) 7:18	19th (2) 55:5;57:6	39 (1) 55:11	
wishes (1) 43:18	York (2) 17:8;36:12	2	4	
within (4) 32:21;34:10; 51:18;52:3	Young (1) 5:20	2.2.4 (1) 18:3	400,000 (1) 42:17	
wondering (2) 14:4,8	Z	2.7 (2) 34:16;37:2	4241 (1) 43:3	
word (1) 33:4	Zarate (3) 2:9;9:22,24	20 (6) 11:1;26:6,14,16, 17;55:19	450 (3) 56:10,23;57:16	
work (22) 3:21;5:17,22,23; 6:2,10,17;7:14; 23:11;28:1;29:6; 34:3,4;35:6,12; 45:17;50:17,18; 51:24;52:13,20; 57:20	1	200 (4) 43:21;44:1,7,11	46 (1) 55:9	
worked (6) 12:8;14:13;16:2; 22:3;25:10;51:11	1,000 (1) 56:14	2017 (6) 9:17;49:18,22; 50:17;58:9;60:9	5	
workforce (1) 43:20	1.3 (1) 9:19	2018 (12) 3:16,18;7:2;8:7,8; 29:22,22;45:19; 51:24;52:4,8,11	5 (2) 55:12;60:9	
working (20) 3:19;4:1,5;10; 7:23;10:14,22;12:9; 15:2;20:18;22:4; 24:16;26:24;40:23, 24;46:8;47:5;49:9; 51:19,21;54:10	10:15 (1) 2:3	20th (5) 3:23;4:5;11:9; 28:8;29:19	50 (3) 29:6;50:15;55:10	
works (3)	100 (2) 43:21;44:11	210 (1) 42:14	5th (1) 2:5	
	112 (1) 55:12	21st (1) 57:5	6	
	1152 (1) 43:5	2200K (2) 56:9;58:21	6 (2) 29:20,20	
	11th (2) 3:4;29:13	225 (1) 44:12	65 (1) 50:16	
	12 (1) 8:22	22nd (2) 50:19;57:6	69th (3) 42:14;44:17,18	
	12,400 (2) 49:24;51:16	24 (1) 29:4	8	
	12th (1) 4:7	24th (2) 11:13;28:9		
	13th (1)	250 (5) 44:2,5,7,10;45:3		