

Transcript
Capital Metro Monthly Board Meeting
August 30, 2021

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>> READY TO GO?

DO YOU NEED A LITTLE BIT OF TIME TO TURN US ON?

>>Cooper: GOOD AFTERNOON, AND WELCOME, EVERYBODY.

THANK YOU FOR JOINING US FOR THIS REMOTE AUGUST MEETING OF THE CAPITAL METRO BOARD OF DIRECTORS. I'LL CALL OUR MEETING TO ORDER.

TODAY IS MONDAY AUGUST 30TH, AND THE TIME IS 12:05.

AS USUAL, BEFORE WE GET STARTED, A COUPLE OF LOGISTICAL ITEMS AND A QUICK REMINDER, AGAIN, TO KEEP YOUR MICROPHONE ON MUTE UNLESS YOU'RE SPEAKING.

AND PLEASE REMEMBER TO MUTE YOURSELF WHEN YOU ARE FINISHED.

ALSO BOARD MEMBERS, WHEN VOTING MEMBER COMES UP, I'LL ASK BOARD MEMBERS FOR YEA OR NAY ON EACH ITEM INDIVIDUALLY AS WE HAVE DONE IN THE PAST.

AND ALSO I WANT TO REMIND BOARD MEMBERS THAT WE NEED YOU TO KEEP YOUR CAMERA ON AT ALL TIMES IF POSSIBLE TO COMPLY WITH TEXAS LAW IN REMOTE MEETINGS, PARTICULARLY WHEN YOU ARE CASTING A VOTE.

THOSE OF THAT YOU LOOKED AT OUR AGENDA TODAY KNOW THAT WE HAVE QUITE A FEW ITEMS THAT WE WANT TO GET TO.

AND I THINK WE HAVE A FEW BOARD MEMBERS WHO NEED TO LEAVE BEFORE THE MEETING IS OVER.

SO IN ORDER TO HAVE AS MANY PEOPLE PARTICIPATE AND PARTICULARLY OUR DISCUSSION OF THE PUBLIC SAFETY ITEM, WHAT I'D LIKE TO DO -- AS WELL AS THE EXECUTIVE SESSION, WHAT I'D LIKE TO DO WITH YOUR INDULGENCE IS TO MOVE OUR AGENDA AROUND A LITTLE BIT AND GO THROUGH OUR NORMAL PUBLIC COMMENTS, THOSE THAT WANT TO SPEAK UP FRONT AND MOVE INTO THE FIRST ACTION ITEM WHICH WOULD BE THE PUBLIC SAFETY AGENDA.

SO IF THERE'S NO OBJECTION TO THAT, THAT IS THE WAY THAT WE'LL PROCEED.

HEARING NONE, THEN WE'LL TAKE UP OUR FIRST AGENDA ITEM WHICH WILL BE PUBLIC COMMENT.

AND OUR FIRST SPEAKER WILL BE ATP PRESIDENT BRENT PAYNE.

>> CHAIRMAN COOPER, CAN YOU HEAR ME?

>> Cooper: YES.

>> THANK YOU.

FIRST OF ALL, THANKS FOR GIVING ME THIS TIME TO SPEAK TO ALL OF THE BOARD MEMBERS,
PRESIDENT CLARK AND THEN, OF COURSE, CHAIRMAN COOPER.

AND I WANTED TO HAVE -- ON BEHALF OF ATU, I WANTED TO SPEAK IN SUPPORT OF CAPITAL METRO'S,
YOU KNOW, PROVIDING MORE PROTECTION FOR, ONE, THE RIDING PUBLIC.

AND FOR MY BUS OPERATORS AND MECHANICS WHEN WE'RE OUT THERE.

THIS IS DEALING WITH THOSE KINDS OF POLICE GOING TO THE TRANSIT POLICE STOP.

CAPITAL METRO HAS DEFINITELY KEPT ME AND MY EXECUTIVE BOARD WELL INFORMED, WE'RE PART
OF THE PROCESS, AND ATU IS 100% BEHIND SUPPORTING THIS.

AND I JUST WANTED TO SAY THANK YOU PRETTY MUCH.

>> Cooper: WELL, THANK YOU -- WE ARE THANKFUL FOR YOU BEING WITH US TODAY.

>> OKAY.

WELL, OTHER THAN THAT -- NO, I'M JUST SAYING OTHER THAN THAT, I DIDN'T REALLY HAVE ANYTHING
ELSE.

I JUST WANTED TO SPEAK IN SUPPORT OF IT 100%.

>> Cooper: GOOD.

THANK YOU.

OUR NEXT SPEAKER WILL BE ZENOBIA JOSEPH.

ED, DO YOU HAVE HER OR SHOULD WE COME BACK TO HER?

NEXT SPEAKER IS ISAIAH SMITH.

>> I'M HERE, CAN YOU HEAR ME?

>> YES, MR. SMITH.

>> ALL RIGHTY.

IF YOU CAN HEAR ME, I WANTED TO START OFF BY SAYING THANK YOU, MEMBERS OF THE BOARD, FOR
GIVING ME THE OPPORTUNITY TO SPEAK.

AND THE MEMBERS OF THE PUBLIC, INCLUDING BUS OPERATORS AND TRANSIT PROFESSIONALS SHOULD HAVE A RIGHT TO HAVE A GOOD RELATIONSHIP WITH MEMBERS OF THE BOARD.

AND ALSO ADDRESS THINGS THAT CONCERNS THEM.

I HAVE BEEN A BUS OPERATOR WITH DIFFERENT CONTRACTORS OF CAP METRO SINCE OCTOBER 2018.

ON AUGUST 3RD OF THIS YEAR, [indiscernible] I JUST WANTED TO SAY THAT I HAVE BEEN WORKING AS A TRANSIT PROFESSIONAL FOR TWO YEARS AND SEVEN MONTHS.

I HAVE ENJOYED EVERY BIT OF WORKING WITH THE COMMUNITY, HOWEVER, I DID NOT ENJOY WORKING WITH THE MEMBERS OF MANAGEMENT, ESPECIALLY WHEN THE M.P. TRANSPORTATION TOOK OVER OPERATIONS.

ONE OF THE REASONS WHY I DECIDED TO RESIGN IS DUE TO MY EDUCATIONAL INTERESTS, AND -- WELL, SOME INDIVIDUALS IN THE TRANSPORTATION PUT ON PART-TIME THAT ARE BUDDY, BUDDY WITH MEMBERS OF MANAGEMENT.

HOWEVER, SINCE I'M A COLLEGE STUDENT AND I'M OUTSPOKEN, I WAS BASICALLY TOLD BY A MEMBER OF MANAGEMENT THAT THE COMPANY COULDN'T AFFORD TO PUT ME ON PART-TIME, DESPITE EVERYONE BEING PUT ON PART-TIME AND NOT BEING A FULL-TIME COLLEGE STUDENT.

I THINK THAT IS TOTALLY UNACCEPTABLE AND VERY UNFAIR, ESPECIALLY WHEN I'M DEDICATING MULTIPLE YEARS OF SERVICE TO HELPING CUSTOMERS.

THE LAST THING -- ONE OF THE OTHER REASONS THAT I DECIDED TO RESIGN FROM MY POSITION IS DUE TO THE FACT THAT MB TRANSPORTATION IS CURRENTLY IN A LAWSUIT RIGHT NOW, A FAIRLY EXTENDED LAWSUIT, BECAUSE THEY CANNOT PAY PEOPLE CORRECTLY.

AND I'M THE MASTERMIND BEHIND THAT LAWSUIT.

AND I WILL TELL YOU THAT I REALLY DO NOT APPRECIATE WORKING MY TIME MULTIPLE YEARS AND WHEN THIS COMPANY COMES INTO OFFICE, THEY ALWAYS MESSED UP ON THE PEOPLE'S PAYCHECK -- EVERY SINGLE PAYCHECK PERIOD.

ALL OF US KNOW IT.

I MEAN, I'VE HAD TO WAIT TWO WEEKS -- TWO WEEKS -- FROM ONE PAY PERIOD TO ANOTHER PAY PERIOD BECAUSE THEY COULD NOT GET MY PAYCHECK CORRECTLY.

AND THAT'S TOTALLY UNACCEPTABLE.

THIS IS NOT JUST A ONE THING, THIS IS A HUGE ISSUE THROUGHOUT ALL OF CAP METRO THAT WE CANNOT STAND.

AND I HAVE MET A LOT OF PEOPLE THAT HAVE, YOU KNOW, BEEN DRIVING FOR YEARS THAT HAVE TOLD ME THAT THEY HAVE LEFT AND THAT THEY'RE GOING TO FIND OTHER PLACES OF EMPLOYMENT DUE TO MANAGES OF MANAGEMENT IN TRANSPORTATION.

THEY ARE A PAIN TO US AND I DON'T APPRECIATE THEM AND THEY LIKE TO CAUSE FIGHTS WITH EMPLOYEES WHEN THEY SHOULD BE FOCUSING ON MAKING SURE THAT EVERYONE IS PAID CORRECTLY AND MAKING SURE THAT OPERATORS ARE SAFE WHEN COMING TO WORK.

SO THOSE ARE MY REASONS FOR RESIGNING AND BEING TOLD THAT THEY COULDN'T AFFORD TO PUT ME ON PART-TIME, WHICH I REALLY DON'T APPRECIATE.

SO I WANTED TO MAKE SURE THAT THE MEMBERS OF THE CAP METRO BOARD ARE AWARE OF THESE ISSUES AND I REALLY DON'T BELIEVE THAT "PROJECT CONNECT" WILL BE ACCOMPLISHED WITH MB TRANSPORTATION, BECAUSE IF YOU HAVE MEMBERS OF MANAGEMENT AT MB TRANSPORTATION THAT DO NOT -- AND I CAN TELL YOU RIGHT NOW THAT DO NOT TREAT EMPLOYEES CORRECTLY -- YOU'RE NOT GOING TO HAVE EMPLOYEES WANTING TO COME TO WORK.

I MEAN, WE'VE HAD A LOT OF PEOPLE QUIT BECAUSE OF MP TRANSPORTATION.

IF WITHOUT THEM, I THINK THAT THINGS WOULD BE A LITTLE BIT DIFFERENT, BUT I CAN'T STAND TRANSPORTATION AND I ABSOLUTELY DO NOT APPRECIATE THEM DELIBERATELY MESSING UP ON PEOPLE'S PAYCHECKS AND I WANTED TO JUST MAKE YOU GUYS AWARE OF THAT.

AND, LASTLY, BECAUSE THIS IS THE FEDERAL FUNDS, I THINK THAT THIS COULD BE CONSIDERED FRAUD.

BECAUSE IF YOU ACTUALLY LOOK AT THE COMPANY, THEY HAVE BEEN SUED ALL ACROSS THE UNITED STATES FOR THESE TYPES OF SCHEMES -- ALL ACROSS THE UNITED STATES.

THEY'RE IN FEDERAL COURT EVERYWHERE.

MEMBERS OF THEIR MANAGEMENT DO NOT UNDERSTAND THAT WHEN -- THAT YOU DON'T MESS WITH PAYCHECKS OF SPECIFIC EMPLOYEES, THAT IS SOMETHING THAT YOU JUST DON'T DO, BUT THEY LOVE TO DO IT.

SO I JUST WANTED TO MAKE YOU GUYS AWARE OF THAT AND I DO THANK YOU GUYS FOR YOUR TIME.

>> Cooper: THANK YOU, MR. SMITH.

>> UM-HMM.

>> Cooper: OUR NEXT SPEAKER WILL BE DONNA DEVINE.

>> I AM ON?

>> HELLO?

>> HELLO, I'M PRESENT.

CAN YOU HEAR ME?

>> YES, MA'AM.

GO AHEAD, PLEASE, YOU'LL HAVE THREE MINUTES.

>> OKAY, THANK YOU SO MUCH FOR ALLOWING ME TO SPEAK HERE AT THIS BOARD MEETING.

I AM A BUS OPERATOR, AND I HAVE BEEN WITH MV TRANSPORTATION FOR A YEAR AND A HALF.

AND I WANTED TO COME HERE TODAY TO SPEAK ABOUT THE PHYSICAL SAFETY OF BUS DRIVERS.

AND AS YOU GUYS PROBABLY UNDERSTAND THERE'S A LOT THAT WE HAVE TO CONTEND WITH OUT IN THE FIELD, WITH ALL TYPES OF CUSTOMERS AND OCCASIONALLY WE NEED HELP, SO SAFETY IS ALWAYS A BIG CONCERN FOR ME.

AND I WANTED TO POINT OUT SPECIFICALLY SOMETHING THAT'S BEEN GOING ON.

WE HAVE A NO CELLPHONE POLICY ON THE BUS IN FRONT OF THE STAND B LINE IF WE WANTED TO USE THE PHONE WE EITHER HAVE TO DIS-BOARD AND USE IT OUTSIDE, OR STEP BEHIND THE STAND B LINE.

BUT RIGHT NOW THEY HAVE A POLICY.

AND THAT INCLUDES CALLING 911.

SO I FELT THAT IT WAS AN URGENCY TO PRESENT THIS TO YOU AND TO LET YOU GUYS KNOW THAT THIS IS AN ISSUE BECAUSE OFTEN WHEN A BUS DRIVER ENDS UP IN A VERY SCARY SITUATION WHERE THEY MIGHT TRAPPED IN A CERTAIN AREA, THAT THE INABILITY TO CALL 911 CAN BE IN CONFLICT WITH WHAT THE DRIVER IS ACTUALLY GOING THROUGH.

SO I'M ACTUALLY ONE OF THOSE PEOPLE.

UNFORTUNATELY, I ENDED UP IN A SITUATION ABOUT TWO WEEKS AGO WHERE I WAS FORCED TO CALL 911 FROM MY BUS SEAT.

SO THERE WAS A PATRON WHO WAS SCREAMING AND THREATENING BODILY HARM AND WOULD NOT ALLOW ME TO GET OUT OF MY SEAT SO I NEEDED TO CALL 911.

I HAVE BEEN PUT ON UNPAID SUSPENSION AND I'VE BEEN IN THAT STATUS FOR THE LAST TWO WEEKS AND MY FUTURE IS UNCLEAR.

SO I'VE NEVER HAD A PROBLEM WITH MAKING ANY PERSONAL CALLS WITH A PHONE.

AND OF COURSE I COULDN'T FORESEE THAT I WOULD BE THREATENED OR HELD TO MY SEAT.

AND IT'S A JOB THAT I ENJOY, I REALLY ENJOY SERVING CUSTOMERS AND DRIVING BUSES.

AND I'VE HAD A DIFFICULT TIME MY OWN SELF RECONCILING HOW MY COMPANY IS DEALING WITH THIS AND MY ABILITY TO CALL 911.

SO I WANTED TO PRESENT THAT HERE TO YOU GUYS BECAUSE THE ABILITY TO CALL 911 IS AN URGENT SITUATION THAT I FEEL THAT SHOULD BE AFFORDED TO EVERY BUS DRIVER AND I WOULDN'T WANT ANY BUS DRIVERS TO BE PUNISHED FOR BEING IN THAT POSITION.

AND THAT'S WHAT I WANTED TO BRING TO YOUR ATTENTION.

SO THANK YOU SO MUCH FOR YOUR EAR AND THANK YOU FOR HAVING ME.

THAT'S ALL.

THANK YOU.

>> Cooper: THANK YOU, MS. DEVINE.

WE APPRECIATE YOUR SERVICE.

OUR NEXT SPEAKER WILL BE LIKELY TO BUTCHER THE NAME, ELIZAH LAZAR?

>> CAN YOU HEAR ME?

>> Cooper: YES, GO AHEAD, PLEASE.

YOU'LL HAVE THREE MINUTES.

>> THANK YOU, CHAIR AND VICE-CHAIR AND BOARD MEMBERS.

THANK YOU FOR THE OPPORTUNITY TO SPEAK TO YOU TODAY.

I SERVE ON A COMMITTEE IN OUR COMMUNITIES AND I'M A LIFETIME TRANSIT USER AND A DAILY CUSTOMER OF CAP METRO.

TODAY WE'RE ASKING YOU TO POSTPONE TAKING ACTION ON -- ACTION ITEM 1 ON YOUR AGENDA THE RESOLUTION ESTABLISHING THE TRANSIT POLICE DEPARTMENT.

WE ARE ASKING FOR THIS POSTPONEMENT WITH AUSTIN JUSTICE COALITION AND THE URBAN LEAGUE [indiscernible].

THIS IS AN EXTREMELY IMPORTANT DECISION, IMPACTING OUR COMMUNITY AND TRANSIT AGENCY FOR A LONG TIME TO COME.

THIS RESOLUTION WOULD -- AND I QUOTE -- AUTHORIZE THE ESTABLISHMENT OF THE CAPITAL METRO TRANSIT POLICE, DIRECT THE PRESIDENT AND CEO TO ENGAGE WITH PROFESSIONALS TO GUIDE THE DEVELOPMENT OF THE PROGRAM, INCLUDE IN THE CAPITAL METRO YEAR BUDGET SUFFICIENT FUNDING TO CONTINUE THIS WORK OVER THE NEXT YEAR, INCLUDING RESOURCES NECESSARY TO HIRE STAFF.

WITH THE PRESIDENT AND THE CEO REPORTING BACK TO THE BOARD ON PROGRESS AT A BOARD MEETING IN EARLY 2022.

THUS, I REALLY WANT TO BE CLEAR THE DECISION BEING MADE TODAY IS CRITICAL AND FINAL.

IF THE BOARD VOTES IN FAVOR OF THIS RESOLUTION TODAY, THERE'S LITTLE SPACE FOR THE BOARD AND THE COMMUNITY MEMBERS TO SHAPE THIS PROPOSAL.

THIS IS THE KIND OF DECISION THAT WE SHOULD BE TAKING IN THE RIGHT WAY AS A COMMUNITY, NOT IN A QUICK WAY.

IT IS OBVIOUS THAT THE ASSOCIATED PERSONNEL AND POLICE MATTERS AND POLICY MATTERS THAT NEED TO BE CONSIDERED BEING SURE THAT OUR BUS DRIVERS AND OUR BUS RIDERS ARE SAFE.

AND I APPRECIATE CAP METRO IS WITH PUBLIC SAFETY AND TO ADDRESS THESE ISSUES.

BEFORE TAKING ANY DECISION ON THE CREATION OF THE NEW DEPARTMENT, THE BOARD SHOULD CONDUCT A DATA-DRIVEN AND ETHNICALLY FOCUSED ANALYSIS FOR A NEED FOR THE TRANSIT POLICE DEPARTMENT WHILE ENGAGING WITH KEY STAKEHOLDER GROUPS AND TRANSIT RIDERS AND COMMUNITY MEMBERS AND BUS DRIVERS.

IT IS CRITICAL TO FULLY UNDERSTAND THE IMPACT OF THIS DECISION BEFORE CREATING A NEW DEPARTMENT.

IN THE MEANWHILE, THE DEPARTMENT SHOULD CONTINUE TO EXPAND ITS PUBLIC SAFETY PROGRAMS THROUGH THE ENGAGEMENT OF THE PUBLIC SAFETY AMBASSADORS AND INTERVENTION SPECIALISTS IN COLLABORATION WITH OUR BUS DRIVERS.

I APPRECIATE THE PAST OPPORTUNITIES TO ENGAGE FROM CAP METRO, BUT WE NEED TO EXPAND THE FURTHER OPPORTUNITIES FOR THE COMMUNITY TO ENGAGE IN THIS CRITICAL ISSUE.

WE HOPE THAT THE BOARD WILL POSTPONE THIS IMPORTANT DECISION TODAY AND TAKE THE TIME TO INFORM OUR COMMUNITY FULLY ABOUT THIS CRITICAL ITEM.

THANK YOU ALL SO MUCH AND I APPRECIATE THE WHO, THAT YOU ALL DO.

>> Kitchen: CHAIR COOPER, CAN I ASK -- THE PAST SPEAKER SAID THAT HE WAS SPEAKING FOR A COUPLE OF GROUPS, COULD HE REPEAT THOSE GROUPS AGAIN?

>> THANK YOU.

I CAN REPEAT THOSE.

THIS IS THE PLANNING OUR COMMUNITIES, AND WE'RE ALSO IN COLLABORATION WITH JUST LIBERTY, THE AUSTIN JUSTICE COALITION, THE AUSTIN URBAN LEAGUE AND PEOPLE UNITED FOR MOBILITY ACTION.

>> Cooper: THANK YOU, THANK YOU.

OUR NEXT SPEAKER WILL BE STEVEN ZIGMAN.

>> HOW ARE YOU?

>> Cooper: HI.

MR. ZIGMAN, YOU WILL HAVE THREE MINUTES.

>> CAN YOU HEAR ME?

>> Cooper: YES, WE CAN HEAR YOU FINE.

WELCOME.

YOU WILL HAVE THREE MINUTES.

THANK YOU.

>> THANK YOU, AND THANK YOU VERY MUCH TO THE BOARD FOR ALLOWING ME TO SPEAK TODAY.

I AM AN URBAN PLANNER AND A PH.D STUDENT AND A FAIRLY REGULAR TRANSIT USER OF CAP METRO.

SO FOR ME THE GOAL OF A TRANSIT AGENCY IS TO ENABLE CITIZENS TO EFFECTIVELY ACCESS THE BENEFITS THAT COME WITH LIVING IN THE AUSTIN AREA.

OF COURSE, SAFETY IS PART OF THIS.

BUT I BELIEVE THAT THE POLICE SHOULD BE SEEN AS A TRANSIT -- BY THE TRANSIT AGENCY AS A LAST RESORT AND NOT A FIRST RESPONSE.

SOME REASONS FOR THIS -- AS REPORTED IN THE STATESMAN, A SUPER MAJORITY OF CAP METRO RIDERS ALREADY DO FEEL SAFE RIDING CAP METRO SERVICES.

SO WHAT EXACTLY IS THE PURPOSE OF INCREASING THE INVOLVEMENT OF POLICE IN TRANSIT OPERATIONS?

I THINK THIS IS A CRUCIAL QUESTION BECAUSE POLICE TEND TO BECOME ALL-PURPOSE PROBLEM SOLVERS.

FOR EXAMPLE, THE GREATER CLEVELAND RCA TRANSIT POLICE BECAME MORE AND MORE INVOLVED IN DAY-TO-DAY OPERATIONS THAT WERE WELL OUTSIDE OF THEIR SKILL SET AND THIS WAS A PATTERN OF CONSTITUTIONAL VIOLATIONS AND THEIR EXTRAORDINARY DISTRICT COURT JUDGE ORDERING FOR TRANSIT ENFORCEMENT.

AND IN THE INTERIM THE AGENCY IS NOW PAYING FOR CONSULTANTS ANDS TO IMPROVE THEIR HIRING PRACTICES OF TRANSIT POLICE, AND HAVE CONFLICT MEDIATION TRAINING AND REDESIGN THEIR FARE SYSTEM.

THESE COSTS COULD HAVE GONE TO IMPROVING TRANSIT SERVICE AND EMPLOYEE WORK CONDITIONS.

AND WE SHOULD NEVER MAKE DECISIONS THAT WILL LIKELY INFRINGE ON THE CONSTITUTIONAL RIGHTS OF PASSENGERS, WHICH WILL HAPPEN WHEN POLICE ARE INTRODUCED TO CONFLICTS AS A MATTER OF POLICY AND NOT AS A LAST RESORT.

SECONDLY, AND MOST IMPORTANTLY, WE ARE A VISION ZERO POLICY FOR PEDESTRIAN SAFETY AND WE SHOULD DEFINITELY HAVE THAT SAME STANDARD FOR TRANSIT PASSENGERS.

I REMIND YOU THAT OSCAR GRANT WAS MURDERED BY TRANSIT POLICE AND WE SHOULD NEVER MAKE A DECISION THAT COULD CONTRIBUTE TO A PASSENGER BEING KILLED BY POLICE OFFICERS.

THE POTENTIAL FOR THIS IS REAL WITH THE INTRODUCTION OF ARMED POLICE OFFICERS IN DAILY SERVICE OPERATIONS.

FINALLY, I'D LIKE TO CLOSE ON A MORE POSITIVE NOTE.

I APPLAUD CAP METRO FOR THE HUGE STEPS THAT I HAVE MADE TO IMPROVE TRANSIT OFFERINGS IN THE AUSTIN AREA AND THIS INCLUDES SAFETY.

WE SHOULD TAKE THIS OPPORTUNITY AS A COMMUNITY TO INNOVATE IN THE AREA OF TRANSIT OPERATION SECURITY, WHETHER THAT IS SAFETY AMBASSADORS, CONFLICT MEDIATORS, SOCIAL WORKERS, AS PART OF RIDE-ALONGS -- THIS IS AN AREA THAT THERE'S A HUGE AREA OF OPPORTUNITY TO INNOVATE AND I THINK THAT'S EXACTLY WHAT LEADERSHIP AT THIS BOARD CAN OFFER.

I REALLY WOULD SINCERELY ASK THAT YOU POSTPONE THIS DECISION TO APPROVE THE ESTABLISHMENT OF A TRANSIT POLICE FORCE UNTIL THE STUDIED IMPACTS THAT WOULD LIKELY HAPPEN FOR PASSENGERS.

THANK YOU VERY MUCH AGAIN FOR THE OPPORTUNITY TO SPEAK.

>> Cooper: THANK YOU, MR. ZIGMAN.

OUR NEXT SPEAKER WILL BE MR. HERNANDEZ.

>> CAN YOU HEAR ME?

>> Cooper: YES, MR. FERNANDEZ, WELCOME.

YOU'LL HAVE THREE MINUTES.

THANKS.

>> OH, SURE, THANK YOU.

MY NAME IS GARINO FERNANDEZ AND I'M WITH THE COALITION OF MEXICAN-AMERICAN LANDOWNERS IN EAST AUSTIN.

[indiscernible] AND, FIRST, I WOULD LIKE TO THANK CAP METRO AND ITS ONGOING COMMUNITY ENGAGEMENT AND SPONSORSHIP OF THE COMMUNITY PROGRAMS AS WE WILL ALSO PARTNER AGAIN THIS YEAR TO PROMOTE NATIONAL VOTER REGISTRATION DAY.

AND WE'RE ALSO PLEASED TO HAVE JUST AWARDED OVER \$25,000 IN SCHOLARSHIPS THROUGH LULAC FOR STUDENTS FROM MANOR AND DEL VALLE AND AISD.

ON THE POLICE ISSUE, MY CONCERN IS THAT THE INEQUITY ON THE POLICIES.

BECAUSE RIGHT NOW I WROTE THE RAIL WITH A FRIEND OF MINE AND HIS SON FOR JUST A FUN RIDE AND IT'S THE ENFORCEMENT OF THE MASKS WERE REALLY, REALLY STRICT.

MY FRIEND WOULD PULL IT DOWN TO BREATHE BETTER AND THROUGH THE CAMERA THE PERSON WOULD COME OUT AND TELL HIM, YOU HAVE TO PUT IT ON OR YOU NEED TO GET OFF AT THE NEXT STOP.

FINE.

WELL, I GO TO A SOCCER GAME AND WHEN I LEAVE THE SOCCER GAME, THE TRAIN ISN'T ONLY PACKED SHOULDER-TO-SHOULDER, BUT LAW ENFORCEMENT IS NOT WEARING A MASK.

SO THIS IS A FEAR THAT I HAVE WITH SOMETHING LIKE THIS COMING INTO PLACE IS THAT IT WILL BE INEQUITABLE IN ITS APPLICATIONS LIKE THE WAY THAT IT IS RIGHT NOW.

UNTIL WE'RE ABLE TO SEE CONSISTENCY IN APPLICATION OF POLICIES, WILL THE PUBLIC BUY INTO WHAT NEEDS TO BE DONE?

I STRONGLY SUPPORT THE SAFETY OF THE BUS DRIVERS, BECAUSE I'M A BUS RIDER -- BEEN ALL OF MY LIFE SINCE I WAS A KID -- AND I HAVE SEEN THE DRAMATIC UNFORTUNATE SITUATIONS THAT THEY ARE PLACED IN.

BUT I THINK THAT WE NEED MORE DISCUSSION, WE NEED MORE INPUT, WE NEED MORE INFORMATION, TRANSPARENCY.

THEY SAY THAT THERE'S 13 SPOTS THAT ARE HOT SPOTS.

I WANT TO KNOW WHAT THOSE SPOTS ARE.

THEY HAVEN'T BEEN ABLE TO SHARE THAT WITH US.

SO, YOU KNOW, YOU CAN [indiscernible] THE NUMBER 22325, IN A REQUEST TO POSTPONE MOVING FORWARD SO WE CAN COME UP WITH A VERY -- A BETTER UNDERSTANDING OF WHAT IT IS THAT WE ARE GOING TO PUT IN PLACE, AND THAT IT IS SAFE FOR EVERYBODY.

AND SO -- THAT'S MY PLEA AND MY REQUEST.

AND, AGAIN, THANKS CAP METRO, FOR ITS CONTINUED ENGAGEMENT.

AND I WANT TO PRAISE THE ORANGE LINE HANDS ON PROJECT THAT RANDY PARTICIPATED IN.

I THINK THAT IT WAS GENUINE AND RANDY JUST CONTINUES TO SURPRISE ME WITH HIS CAPACITY AND INTELLIGENCE IN RUNNING THIS TRANSIT -- TRANSPORTATION DEPARTMENT.

THANK YOU.

>> Cooper: THANK YOU, MR. FERNANDEZ.

I APPRECIATE YOUR COMMENTS.

IT CONTINUES TO SURPRISE US AS WELL.

OUR NEXT SPEAKER WILL BE JASMINE SMITH.

>> HI, CAN Y'ALL HEAR ME?

>> Cooper: WE CAN, MISS SMITH.

WELCOME.

YOU WILL HAVE THREE MINUTES.

>> THANK YOU.

ESTEEMED MEMBERS OF THE BOARD, MY NAME IS JASMINE SMITH AND I COME TO YOU TODAY IN MY CAPACITY AS CHAIR FOR PEOPLE UNITED FOR MOBILITY ACTION, FOR JUSTICE AND ADVOCACY FOR THE AUL.

AND THE CREATION OF THE TRANSIT POLICE DEPARTMENT.

FIRST, I WOULD LIKE TO OFFER MY APPRECIATION TO THE BOARD AND YOUR DUE DILIGENCE IN THIS MATTER AND YOUR GOAL OF CREATING A SAFER TRANSIT EXPERIENCE FOR ALL RIDERS.

HOWEVER, WE HAVE AT THE AUSTIN URBAN LEAGUE IN PARTNERSHIP WITH OUR FELLOW MEMBERS, THE PLANNING OUR COMMUNITIES, AND JUST LIBERTY AND [indiscernible] ASK YOU TO TAKE A BEAT AND ALLOW FOR MORE TIME TO TRULY HONOR WHAT YOU ARE ABOUT TO VOTE ON -- THE CREATION OF AN ENTIRE POLICE DEPARTMENT.

I WOULD LIKE TO CORRECT YOU TO THE PRESENTATION POSTED BY STAFF IN THE MEETING BACKUP.

IF YOU VOTE YEA, IT WILL BE OFF A MERE 570 PEOPLE, 406 WHICH WERE CUSTOMERS.

OUT OF THE 406, AND OVERWHELMINGLY 80% HAVE FINED, AND 32% ARTICULATING THE NEED FOR ENHANCED SECURITY.

PLEASE NOTE THIS IS ENHANCED SECURITY AND NOT EXPLICITLY A POLICE DEPARTMENT.

THAT MEANS THAT YOU ARE CORROBORATING THE ASSUMPTION OF THE [indiscernible] OFF THE COMMENTS OF A MERE 184 PEOPLE ON A SURVEY THAT HAS MUCH OPPORTUNITY FOR GROWTH IN ITS METHODOLOGY.

YOU WOULD BE CASTING YOUR VOTE FOR THE CREATION OF HISTORICALLY OPPRESSIVE SYSTEM BASED ON BROAD METHODOLOGIES ON A SMALL DATA SET AT A TIME WHEN THE FISCAL BUDGET IS AT A DEFICIT OF \$1.4 MILLION.

WHILE I APPRECIATE THE GOAL OF THE CREATION OF THE ENHANCED SAFETY FOR ALL TRANSIT USERS AND PROVIDERS, WE SHOULD NOT DO SO IN A MANNER THAT DOES NOT OPTIMIZE THE COMMUNITY ENGAGEMENT AND DATA-DRIVEN PRACTICES.

IF YOU STILL AREN'T ABLE TO DECIDE FOR THE BENEFIT OF POSTPONEMENT WE ASK YOU TO CREATE A PROCESS FOR EXPLORING THIS OPTION BASED ON DATA AND COMMUNITY ENGAGEMENT AS OPPOSED TO ESTABLISHING THE POLICE DEPARTMENT TODAY.

YOU HEARD TESTIMONY TODAY FROM BUS DRIVERS WHO ARTICULATED THAT SHE'D LIKE INCREASED SAFETY BUT DERIVED IT TO AN INTERNAL POLICY THAT DISALLOWED HER FROM MAKING CALLS FROM WHERE HE SAT, NOT NECESSARILY THAT SHE WANTED THE CREATION OF AN ADDITIONAL POLICE DEPARTMENT.

IGNORING HER CORE ISSUE OF PROCEDURES DUE TO THE LACK OF UNDERSTANDING AND INSTEAD CREATING WHAT YOU BELIEVE WOULD ALLEVIATE HER CORE ISSUES IS NOT SAVING HER NOR YOUR PROVIDERS NOR YOUR RIDERS AND, UNFORTUNATELY, IT'S THE BROAD METHODOLOGY USED TO SUPPORT THE DECLARATION.

LET US REIMAGINE SAFETY RATHER THAN TO FOLLOW A TEMPT LATE.

WE IN AUSTIN HAVE A NARRATIVE OF BEING DIFFERENT AND I HOPE THAT THIS URGES US TO BE BETTER.

THIS DELEGATION BASED ON AN ASSUMPTION, CORROBORATED BY METHODOLOGIES, THAT IS BROAD, TESTED UPON A MINISCULE DATA SET IS NOT HOW WE CHART A COURSE FOR BETTER, RATHER, I ARGUE THAT IT ONLY ENSURES THE REALITY OF REMAINS THE SAME AND POSSIBLY MARGINALIZING VULNERABLE POPULATIONS ON OUR EXPEDITED ROUTE TO MEDIOCRITY.

PLEASE POSTPONE AND AT THE VERY LEAST MAKE THIS ONE OF EXPLORATION RATHER THAN ALLOCATION.

LET US INNOVATE, RATHER THAN DELEGATE.

THANK YOU.

>> Cooper: THANK YOU

OUR NEXT SPEAKER WILL BE J.P. CONNALLY.

HELLO?

MR. CONNALLY, ARE YOU WITH US?

ED, DO YOU HAVE HIM?

OUR NEXT SPEAKER WILL BE KATHIE MITCHELL.

>> HI, CAN Y'ALL HEAR ME?

>> Cooper: YES, MA'AM.

WELCOME.

YOU WILL HAVE THREE MINUTES.

>> THANK YOU SO MUCH.

MY NAME IS KATHIE MITCHELL AND I AM WITH JUST LIBERTY AND I AM PART OF THIS COALITION THAT IS COMING TOGETHER TO ASK YOU TO POSTPONE THIS ITEM.

WHILE IT GETS MORE STUDY.

I DON'T WANT TO USE THE EXPLETIVE COMMENTS THAT YOU HAVE HEARD SO I WILL TRY TO KEEP IT BRIEF.

AUSTIN TRANSIT SYSTEM CRISSCROSSES THE CITY AND AUSTIN ALREADY IS PROTECTED BY LAYERS OF POLICE AGENCIES.

WE HAVE THE SHERIFF, THE CONSTABLES, ACD AND IN SOME AREAS NOW STATE TROOPERS.

SINCE AUSTIN REMAINS AMONG THE NATION'S SAFEST CITIES WITH RATES OF VIOLENT CRIME THE ENVY OF OTHER TEXAS CITIES, THIS TRANSIT POLICE AGENCY MAY BE A HAMMER HOPING TO FIND A NAIL.

I WAS VERY INTERESTED IN THE COMMENTS FROM THE BUS DRIVER WHO BASICALLY POINTED OUT THAT THE ONLY THING PREVENTING HER FROM CONNECTING WITH THESE LAYERS OF EXISTING POLICE AGENCIES IS A CELLPHONE POLICY.

THAT CERTAINLY COULD BE REVIEWED AND CHANGED.

THE CITY OF AUSTIN JUST ADDED MILLIONS OF DOLLARS TO APD'S BUDGET OVER AND ABOVE THE 019 LEVELS, THE 144TH CADET CLASS WILL GRADUATE SOON.

THREE MORE CADET CLASSES WERE INCLUDED IN THE RECENT CITY BUDGET.

EVEN SO, A VALID INITIATIVE BACKED BY APA REQUIRES THE CITY TO HIRE HUNDREDS MORE POLICE OFFICERS, REGARDLESS OF THE HARM TO OTHER CITY PRIORITIES.

IN THIS MOMENT, AND I WANT TO POINT THAT OUT -- THIS IS A VERY COMPLICATED MOMENT FOR THIS ISSUE TO COME UP.

THE TRANSIT STAFF COMES TO YOU WITH A PROPOSAL TO APPROVE THE CREATION OF YET ANOTHER POLICE AGENCY IN AUSTIN, SPECIFICALLY AIMED AT POLICING THOSE WHO RIDE OUR BUSES AND TRAINS.

MANY OF WHOM ARE THE LOW-INCOME WORKERS AND PEOPLE OF COLOR WHO ARE ALREADY OVER-POLICED.

I THINK THAT YOU HAVE BEEN TOLD THAT DETAILS ARE TO COME, BUT THOSE DETAILS MATTER.

HOW MANY OFFICERS?

AND WHAT WILL THEY BE DOING?

THIS IS A VEXING QUESTION WITH WHICH POLICE AGENCIES EVERYWHERE ARE WRESTLING

WHAT IS THE PLAN FOR ACCOUNTABILITY FOR THIS NEW SET OF OFFICERS?

THE OFFICE OF POLICE OVERSIGHT WILL HAVE JURISDICTION AND THE REVIEW PANEL WON'T EITHER

WHAT HAPPENS WHEN ONE OF THESE OFFICERS SHOOTS A BUS DRIVER OR A BYSTANDER?

WHAT ABOUT COMMUNITY CONCERNS RELATED TO EQUITY AND ENFORCEMENT AS YOU HAVE JUST HEARD?

THE NEW AGENCY WILL NEED TO HAVE AN INTERNAL AFFAIRS AND ITS OWN EVIDENCE SYSTEM.

WILL IT NEED CIT SPECIALISTS AND A MENTAL HEALTH UNIT?

THIS IS ALL HUGELY EXPENSIVE.

WHAT IS THE SCOPE OF THE NEW LEGAL LIABILITY THAT CAP METRO WILL FACE FOR POSSIBLE POLICE MISCONDUCT?

AND HOW WILL ALL OF THESE NEW COSTS START TO CONSTRAIN WHAT YOU CAN SPEND ELSEWHERE IN YOUR BUDGET?

IT IS LIKELY THAT TO ENSURE CIVILIAN OVERSIGHT YOU WILL END UP CREATING NOT ONE AGENCY, BUT TWO.

KEEPING OUR TRANSIT RIDERS SAFE REQUIRES A RANGE OF STAFFING AND AN UNDERSTANDING OF THE NEEDS OF THE POPULATIONS.

POLICE SHOW UP WITH ARRESTS AS THEIR PRIMARY TOOL AND SMALL ARMS AS THEIR PRIMARY LEVERAGE.

REGARDLESS OF THE NATURE OF THE PROBLEM.

THE RESOLUTION BEFORE YOU CREATES THIS DEPARTMENT EVEN THOUGH MOST OF THESE CRITICAL DETAILS HAVE NOT BEEN WORKED OUT.

THEN YOU WILL CERTAINLY BE ASKED TO FUND PROVISIONS IMMEDIATELY IN THE 2022 BUDGET.

SO IF YOU VOTE FOR THIS TODAY YOU WILL SOON HAVE A POLICE DEPARTMENT ON YOUR HANDS WITH ALL THAT ENTAILS.

SO WE COME TO YOU ASKING FOR YOU TO VOTE NO OR POSTPONE THIS DECISION UNTIL YOU HAVE MORE INFORMATION.

THANK YOU.

>> Cooper: THANK YOU.

ED, DO WE HAVE MISS JOSEPH BACK?

OKAY, VERY WELL.

WHAT ABOUT MR. CONNALLY.

>> HELLO, I'M HERE, CAN YOU HEAR ME?

>> Cooper: YES.

THIS IS J.P. CONNALLY?

>> YES, I'M THE ORGANIZING DIRECTOR FOR THE AUSTIN JUSTICE COALITION.

>> Cooper: YOU WILL HAVE THREE MINUTES.

THANK YOU.

>> THANK YOU.

THANK YOU FOR TAKING THE TIME TO LISTEN TO SOME COMMUNITY TESTIMONY TODAY ON THIS VERY IMPORTANT ISSUE.

I AM HERE TO JOIN MANY VOICES WHO HAVE ALREADY MADE MANY EXCELLENT POINTS, WHICH I DON'T NECESSARILY NEED TO REPEAT ABOUT THE IMPORTANCE OF POSTPONING ITEM B1 WHICH IS THE RESOLUTION TO ESTABLISH THE CAPITAL METRO TRANSIT POLICE.

NO ONE IS DENYING THE NEED FOR SAFETY FOR EMPLOYEES AND CUSTOMERS.

THAT SAFETY IS CRUCIAL.

BUT IT'S A NON-SEQUITUR TO SAY THAT BECAUSE WE NEED SAFETY THAT, THEREFORE, WHAT IS BEING PROPOSED RIGHT NOW IS THE ONLY OR THE BEST WAY TO ACHIEVE THAT SAFETY.

IT IS A LOT MORE WORK AND THOUGHT THAT NEEDS TO AND CAN GO INTO THIS, AND MANY MORE MINDS FROM OUR COMMUNITY CAN AND SHOULD BE BROUGHT INTO THIS PROCESS.

ALTHOUGH I'M NOT SPEAKING FOR THE COMMISSION, I AM A MEMBER OF THE CITY POLICE REVIEW COMMISSION.

AND IN MY JOB AS A POLICE REVIEW COMMISSIONER, I SEE HOW DIFFICULT POLICE OVERSIGHT WORK CAN BE.

WITHOUT PROPER TOOLS AND MEASURES FOR ACCOUNTABILITY, YOU KNOW, YOU NEED THINGS LIKE A GOOD BODY CAMERA POLICY, AND COMPLAINT INTAKE PROCESS AND YOU NEED EVIDENCE GATHERING, YOU NEED A PROCESS TO DISCIPLINE OFFICERS WHO VIOLATE POLICIES.

YOU NEED POLICE FORCES -- IF YOUR POLICE FORCE HAS LITTLE OVERSIGHT AND DOESN'T HAVE A PROCESS THOROUGHLY THOUGHT OUT, YOUR POLICE FORCE WILL ANTAGONIZE THE MEMBERS OF THE COMMUNITY, PARTICULARLY BLACK AND BROKEN FOLKS WHO MAKE UP YOUR CORE RIDERSHIP IN AUSTIN.

SO THE BOARD NEEDS TO MAKE SURE THAT IT'S NOT HANDING OFF ALL OF THESE DECISIONS TO STAFF, BUT THAT IT IS THOROUGHLY REVIEWING WHAT IS ON THE TABLE AND WHAT IT WILL LOOK LIKE.

THE BOARD NEEDS TO TAKE MUCH MORE RESPONSIBILITY FOR THIS BEFORE STAMPING APPROVAL.

PUBLIC SAFETY ARM BASS ADDERS ARE EXCELLENT SPECIALISTS AND PROGRAMS ARE GREAT IDEAS.

WE SUPPORT THOSE.

BUT WHAT IS BEFORE YOU TODAY IS NOT THAT.

WHAT IS BEFORE YOU TODAY IS THE CREATION OF AN ACTUAL POLICE FORCE WHICH MEANS THAT THE TAXPAYERS WILL NOW BE FUNDING ONE MORE POLICE FORCE IN THE AUSTIN METRO AREA AND, YOU KNOW, I -- I DON'T KNOW HOW TAXPAYERS IN AUSTIN FEEL ABOUT THIS, BUT REGARDLESS OF HOW WE FEEL ABOUT IT AS TAXPAYERS, WE CANNOT STAMP THE APPROVAL OF THIS BEFORE WE CAREFULLY UNDERSTAND WHAT IS ON THE TABLE AND WHAT ARE THE PITFALLS, WHAT ARE THE DANGERS.

SO, YOU KNOW, WE HAVE HEARD THE SALES PITCH.

AND NOW WE NEED TO LOOK THOROUGHLY AT WHAT IS BEING PROPOSED.

AND THERE'S ACCURATE DATA PRESENTED TO US AS A COMMUNITY, AN OPEN COMMUNITY, SO I HOPE THAT THE BOARD WILL TAKE THE OPPORTUNITY TO REALLY ASK DEEP QUESTIONS, TAKE A DEEP DIVE, AND LOOK AT WHAT IS BEING PROPOSED.

I THINK THAT IN A REALLY THOROUGH, CAREFUL WAY, BECAUSE ONCE YOU STAMP THE APPROVAL OF THIS, THERE'S NO GOING BACK.

SO DON'T WASTE THIS OPPORTUNITY, DON'T MISS THIS CHANCE, TO REALLY DO THE WORK, TO TAKE THE TIME NEEDED TO GET IT RIGHT.

THANK YOU SO MUCH.

>> Cooper: THANK YOU, MR. CONNALLY.

ED, DO WE HAVE ANYBODY ELSE WHO WISHES TO SPEAK THAT I HAVEN'T CALLED UPON?

THANK YOU, ED.

THANKS, EVERYBODY.

WE APPRECIATE THE COMMENTS AND YOU TAKING TIME TO JOIN US.

AND TO MAKE YOUR THOUGHTS KNOWN TO US.

NEXT, AS I MENTIONED AT THE BEGINNING OF THE MEETING, WE'RE GOING TO SKIP AHEAD TO OUR ACTION ITEM AGENDA AND TAKE UP ITEM 1, THE APPROVAL OF A RESOLUTION AUTHORIZING THE ESTABLISHMENT OF A TRANSIT POLICE DEPARTMENT WITH THE CAPITAL METRO PUBLIC SAFETY DIVISION IN ORDER TO ENHANCE SERVICE TO CAP METRO CUSTOMERS AND PUBLIC SAFETY.

I THINK THAT WE HAVE OUR PRESENTATION WITH STAFF.

>> YES, GOOD AFTERNOON, CAN YOU HEAR ME?

>> Cooper: YES, SIR.

>> ALL RIGHT, THANK YOU.

AND GOOD AFTERNOON, CHAIRMAN COOPER, BOARD MEMBERS, PRESIDENT AND CEO CLARKE.

PRIOR TO ASKING FOR AUTHORIZATION TO MOVE FORWARD WITH THIS TRANSIT POLICE DEPARTMENT, I WOULD LIKE TO PROVIDE YOU AND OUR ATTENDEES WITH A PRESENTATION.

AND I'M GOING TO TRY TO SHARE IT NOW.

AND PLEASE TELL ME IF YOU CAN SEE THE PRESENTATION.

>> Cooper: WE'RE GOOD, THANK YOU.

>> ALL RIGHT, THANK YOU.

SO AGAIN, I AM GARDNER TABON, AND I SERVE AS CAPITAL METRO'S EXECUTIVE VICE PRESIDENT AND THE CHIEF SAFETY OFFICER.

I'M PLEASED TO PRESENT YOU A TOTAL LOOK OF OUR CAPITAL METRO PUBLIC SAFETY PROGRAM.

AND A BIT ABOUT OUR APPROACH, YOU WILL SEE IN THE NEXT SLIDE, WE ARE TAKING A THREE-PRONGED APPROACH.

TO OUR DAILY CHALLENGES WITH REGARD TO THE DAILY OPERATIONS AND SERVICE CALLS, SPECIAL EVENTS, AND CRITICAL TRANSIT INFRASTRUCTURE.

SO MORE ABOUT OUR THREE-PRONGED APPROACH WITH SPECIFIC FOCUS ON OUR INTERVENTION SPECIALISTS AND I'LL GO INTO WHAT THEY DO A BIT LATER, PUBLIC SAFETY AMBASSADORS AS WELL AS TRANSIT POLICE THAT YOU WILL HAVE THE OPPORTUNITY TO AUTHORIZE LATER.

SO PUBLIC SAFETY AMBASSADORS -- THE PRIMARY INTERFACE WITH OUR CUSTOMERS AND PREPARED TO LOOK AT ALL SAFETY ISSUES OR POLICY VIOLATIONS, RESPOND AND/OR TAKE CARE OF INAPPROPRIATE RESOURCES AND HELPING CUSTOMERS TO PURCHASE TICKETS AND IMPROVEMENTS TO INFRASTRUCTURE SUCH AS TRIPPING HAZARDS, CONNECTING PEOPLE WITH THE INTERVENTION SPECIALISTS, OR CONTACTING POLICE WHERE NEEDED.

EMPHASIS ON "WHERE NEEDED."

INTERVENTION SPECIALISTS DISPATCH AS NEEDED TO STATIONS, STOPS AND VEHICLES AND OTHER INFRASTRUCTURE.

EQUIPPED WITH SOCIAL SERVICE SKILLS AND TRAINING.

ABLE TO CONNECT PEOPLE WITH NECESSARY SOCIAL SERVICES THAT THEY MAY NEED.

ASSISTING WITH TRAINING OTHER STAFF, AND OPERATORS.

AND, LASTLY, TRANSIT POLICE.

THEY WILL BE DISPATCHED AS NEEDED FOR SPECIFIC, ESCALATED PUBLIC SAFETY SITUATIONS, THEY WILL BE EQUIPPED WITH SOCIAL SERVICE SKILLS AND APPROPRIATE TRAINING.

AS PREPARED TO SELL A FARE TICKET OR TO WRITE A CITATION.

THEY WILL BE INVOLVED IN ONGOING, TRANSIT-SPECIFIC PUBLIC SAFETY DRILLS AND OTHER TRAINING.

THEY WILL BE A PRIMARY RESOURCE AGAINST TRANSIT-RELATED TERRORISM AS WELL.

TRANSIT POLICE, AGAIN, THE BOARD ACTION WILL BE REQUESTED LATER TODAY, WHICH IS WHY I AM HERE.

THIS FUNCTION IS CURRENTLY PROVIDED THROUGH OUR PARTNERSHIP WITH AUSTIN POLICE DEPARTMENT.

LET ME DEDICATE IT, AND THE SPECIALIZED RESOURCES TO BE RECOMMENDED FOR CAPITAL METRO MOVING FORWARD.

SO CURRENTLY OUR TOP FIVE EMERGENCY CALLS INCLUDE GENERAL REQUESTS FOR ASSISTANCE, POLICE PRESENCE REQUESTED FOR A VARIETY OF REASONS.

MISCELLANEOUS, SUCH AS NO MASKS OR MASK RELATED.

IF THERE'S A DISTURBANCE, WHETHER IT'S VERBAL OR PHYSICAL.

AND IT'S TO CHECK THE WELFARE OF AN INDIVIDUAL, AN INDIVIDUAL THAT MAY BE SLEEPING AT ONE OF OUR STOPS OR INCLUDING ONE OF OUR BUSES.

PUBLIC SAFETY ACTIVITIES FISCAL YEAR 2021.

SO WORKING ON OUR APPROACH TO PUBLIC SAFETY, AND IT STARTED EARLY 2020.

SO IN THIS FISCAL YEAR, WE HIRED TWO COMMUNITY INTERVENTION SPECIALISTS.

WE HIRED A PUBLIC SAFETY AMBASSADOR SUPERVISOR.

WE ARE HIRING -- WE'RE IN THE PROCESS OF HIRING -- 15 PUBLIC SAFETY AMBASSADORS.

AND THE AMERICAN PUBLIC TRANSPORTATION ASSOCIATION OR APTA, HAD CONDUCTED A PEER REVIEW.

AND YOU WILL LEARN MORE ABOUT THAT A BIT LATER IN THE PRESENTATION.

AND WE'VE HAD CONVERSATIONS WITH NUMEROUS STAKEHOLDERS THROUGHOUT THE REGION.

AND WE'VE ALSO CONDUCTED AN OPERATOR AND CUSTOMER SURVEY.

MORE ABOUT PUBLIC SAFETY STAKEHOLDER ENGAGEMENT.

SO, AGAIN, APTA CAME TO US THE FIRST PART OF THIS YEAR AT OUR REQUEST TO CONDUCT A REVIEW, A PEER REVIEW, STAKEHOLDER AND POLICY INTERVIEWS WERE HELD.

CUSTOMER SURVEYS WERE HELD, AND STAKEHOLDER BRIEFINGS AND OUR ACCESS COUNCILS WERE BRIEFED.

-- COMMITTEES WERE BRIEFED.

SO MORE ABOUT THE APTA PEER REVIEW.

THE PEER REVIEW PANEL WAS CONVENED TO CONDUCT AN ANALYSIS AND MAKE RECOMMENDATIONS TO IMPROVE THE CAPITAL METRO PUBLIC SAFETY PROGRAM.

IT WAS AN OBSERVATION, ONE OF MANY, THERE IS NO ONE-SIZE-FITS-ALL POLICING MODEL FOR TRANSIT AGENCIES.

METHODOLOGY INCLUDED A REVIEW OF THE STATE OF THE INDUSTRY AND INTERVIEWS OF LOCAL STAKEHOLDERS, INCLUDING CAPITAL METRO WORKFORCE, ADVOCATES AND POLICYMAKERS.

HERE'S SOME KEY FINDINGS.

JUST THREE OF THEM OF MANY.

CAPITAL METRO IS IN A POSITION TO ESTABLISH AN IN-HOUSE TRANSIT POLICE MODEL THAT BLENDS ELEMENTS THAT WILL ENHANCE THE PUBLIC SAFETY PROGRAM.

THAT IS TO SAY, INTERVENTION COUNSELORS AND PUBLIC SAFETY AMBASSADORS.

THERE WAS AN OVERWHELMING SUPPORT FROM UNION MEMBERS, CAPITAL METRO STAFF, STAKEHOLDERS, AND BOARD MEMBERS FOR IN-HOUSE TRANSIT POLICE OFFICERS WHO ARE A PART OF THE CAPITAL METRO PUBLIC SAFETY PROGRAM.

THE PLANNED SYSTEM EXPANSION, COMMUNITY DESIRE FOR ACCOUNTABILITY, AND EQUITABLE SERVICES AND THE SHORTAGE OF AVAILABLE APD OFFICERS ARE REASONS FOR CREATING A TRANSIT POLICE CONTINGENT.

FOR THE PUBLIC SAFETY SURVEY, IT WAS CONDUCTED IN SPRING OF 2021.

SO, 500 TOTAL -- 570 TOTAL SURVEYS WERE COMPLETED.

164 WITH CAPITAL METRO OPERATORS AND FRONTLINE STAFF.

63% OF THEM WERE BUS OPERATORS.

406 WITH CAPITAL METRO CUSTOMERS, WHICH ARE ALREADY FREQUENT RIDERS AT LEAST ONCE PER WEEK.

48 ROUTES WERE REPRESENTED IN THE RESPONSE.

ALL RIDE THE BUS AND 5% ALSO RIDE THE TRAIN.

KEY FINDINGS -- 80% OF OUR CUSTOMERS THINK THAT SECURITY IS GOOD AND DO NOT SEEM TO FAULT CAPITAL METRO FOR SAFETY ISSUES.

THEY WOULD FEEL SAFER WITH MORE CAMERAS AND VISIBLE SECURITY SYMBOLS, UNIFORMED CAPITAL METRO STAFF AND/OR POLICE OFFICERS.

53% OF FRONTLINE STAFF SEE SECURITY AS NEEDING IMPROVEMENT.

THE STAFF FEEL UNSAFE WHILE WORKING.

AND THAT'S 30%.

AND AT BUS STOPS AND STATIONS, 24%.

FRONTLINE STAFF WANT TO SEE POLICE OFFICERS AND/OR UNIFORMED STAFF TO CREATE A SENSE OF SECURITY ON THE VEHICLES AND AT STATIONS.

UNSAFE PASSENGER BEHAVIOR IS THE PRIMARY CAUSE OF MOST OF THE STATION CONCERNS EMPLOYEES AND CUSTOMERS HAVE.

AND SURVEY KEY FINDINGS CONTINUED -- SURVEY PARTICIPANTS INDICATED THAT CAPITAL METRO SHOULD CONSIDER INCREASING VISIBLE SECURITY MEASURES SUCH AS UNIFORMED SECURITY, ESPECIALLY ON ROUTES WITH MORE CALLS FOR SERVICE.

THIS PROVIDES DETERRENTS, PREVENTION, AND MORE TIMELY RESPONSE FOR BOTH EMPLOYEES TO IMPLEMENT TO HAVE A STRONG MARKETING PLAN TO ALERT THE COMMUNITY OF INCREASED SAFETY MEASURES.

KEY QUESTIONS THAT WE'VE HEARD.

DO WE HAVE -- DO WE HAVE A USE OF -- DO WE HAVE TO USE THE TERM "POLICE"?

YES, POLICE MUST IDENTIFY THEMSELVES AS POLICE FOR THE SAKE OF CLEAR IDENTIFICATION TO THE COMMUNITY AND TO COVER LEGAL REQUIREMENTS FOR THEIR SERVICES.

ANOTHER QUESTION IS WHAT TYPES OF POLICIES WILL THE POLICE OFFICERS FOLLOW?

IN ADDITION TO THE FOLLOWING REQUIREMENTS, TO FOLLOWING THE REQUIREMENTS UNDER THE LAW, WE WILL WORK WITH CONSULTANTS, THE PUBLIC SAFETY ADVISORY COMMITTEE, AND OTHER STAKEHOLDERS TO IDENTIFY AND SHAPE SPECIFIC POLICIES, TRAININGS, AND STANDARDS FOR THE POLICE.

SO WHAT IS OVERSIGHT LOOK LIKE?

AND THE CAPITAL METRO BOARD WILL APPOINT A PUBLIC SAFETY ADVISORY COMMITTEE, AND THERE WILL BE AN OVERSIGHT FUNCTION THAT REPORTS DIRECTLY TO THE BOARD.

IN SUMMARY, CAPITAL METRO'S PUBLIC SAFETY PROGRAM AIMS TO PROTECT CAPITAL METRO STAFF, ITS CUSTOMERS IN A COMMUNITY FROM HARM USING MULTIPLE STRATEGIES.

TRANSIT POLICING IS A SPECIALIZED SERVICE, AND A SPECIALIZED AND DEDICATED POLICE -- TRANSIT POLICE DEPARTMENT IS NECESSARY TO BEST SERVE OUR CUSTOMERS, STAFF AND PUBLIC'S SAFETY AT LARGE.

OUR CUSTOMERS AND STAFF HAVE INDICATED SUPPORT TO DATE, AND WILL CONTINUE TO BE ENGAGED AS WE WORK THROUGH THIS PROCESS.

THE BOARD ACTION REQUEST AUTHORIZES STAFF TO CONTINUOUS THIS WORK, BRING THE COMMUNITY ALONG WITH THE PROCESS TO ESTABLISH COMMUNITY-ORIENTED TRANSIT POLICE, WHICH IS ANTICIPATED TO TAKE MORE THAN 18 MONTHS.

SUMMARY OF THE RESOLUTION.

ENGAGE THE CONSULTANT TO GUIDE THE DEVELOPMENT AND IMPLEMENTATION.

ENGAGE CAP METRO DE&I COUNCIL AND BOARD COMMITTEE.

DEVELOP A PUBLIC SAFETY ADVISORY COMMITTEE CHARTER.

AND APPOINTMENT PROCESS FOR BOARD CONSIDERATION.

DEVELOP A STAFF TRAINING PROGRAM AND PROFESSIONAL STANDARDS BASED ON INPUT FROM INDUSTRY STANDARDS AND THE PUBLIC SAFETY ADVISORY COMMITTEE.

CREATE A PROCESS BY WHICH POLICE AUDITING AND OVERSIGHT IS ADDRESSED.

INCLUDE FUNDING IN THE FY2022 OPERATING BUDGET TO CONTINUE THE WORK.

NEXT STEPS AFTER APPROVAL -- ENGAGE CONSULTANTS WITH SIGNIFICANT TRANSIT POLICING EXPERIENCE TO GUIDE LONG-RANGE FINANCIAL PLANS.

FY2022 BUDGET TO INCLUDE PUBLIC SAFETY AMBASSADORS, INTERVENTION SPECIALISTS AND POSITIONS WITHIN POLICE DEPARTMENT REPORT BACK TO THE BOARD ON PROGRESS AND PERIODICALLY THROUGHOUT ITS IMPLEMENTATION.

OUR PUBLIC SAFETY CONSULTANT THAT WILL BE COMING ON BOARD UPON APPROVAL IS A FORMER CHIEF WANDA DUNHAM AS SHE RETIRED FROM THE METROPOLITAN ATLANTA TRANSIT AUTHORITY, THE NINTH LARGEST TRANSIT AGENCY SERVING 947 SQUARE MILES, INCLUDING CLAYTON TO FULTON COUNTIES.

SHE SERVED 14 YEARS AS AGM OR ASSISTANT GENERAL MANAGER AND CHIEF OF POLICE AND EMERGENCY MANAGEMENT.

SHE LED A 400-PLUS MEMBER POLICE DEPARTMENT, PROVIDING SECURITY FOR MULTIPLE FACILITIES, STATIONS, BUSES, MOBILITY, AND LIGHT RAIL -- ACTUALLY HEAVY RAIL -- THROUGHOUT THE SERVICE AREA.

AND WITH A TOTAL OF 30 YEARS EXPERIENCE.

FUTURE COMMUNITY ENGAGEMENT OPPORTUNITIES INCLUDE WE WANT TO INFORM CUSTOMERS AND STAFF ABOUT OUR APPROACH TO PUBLIC SAFETY AND PROVIDE OUR OPPORTUNITIES TO INFLUENCE DIRECTION.

AND WE'LL BE ASKING WHAT TYPES OF CHARACTERISTICS DO YOU SEE THAT YOU THINK THAT MAKE A GOOD POLICE CHIEF.

AND WHAT ARE EXAMPLES OF POLICE TRAINING PROGRAMS THAT ARE GETTING IT RIGHT?

OPPORTUNITIES TO REVIEW THE PROPOSED POLICIES AND STANDARDS.

MULTIPLE FREQUENT CHECK-INS WITH DE&I COUNCIL AND THE COMMITTEE, AND COMMUNICATIONS TO THE BROADER PUBLIC ABOUT OPPORTUNITIES TO LEARN MORE AND PARTICIPATE.

AND ENGAGE PARTNERS AND PROVIDE OPPORTUNITIES TO BOLSTER RELATIONSHIP AND GUIDE PROGRAM DEVELOPMENT.

AND WITH THAT, THAT CONCLUDES MY PRESENTATION AND LET ME JUST UNSHARE THIS.

SO I AM OPEN TO TAKING WHATEVER QUESTIONS YOU MAY HAVE OF ME AT THIS TIME.

OH, MEMBER KITCHEN, SORRY ABOUT THAT.

>> Kitchen: YES, THANK YOU.

I KNOW YOU'VE BEEN WORKING ON THIS AND YOU HAVE PROBABLY ANSWERED THIS QUESTION BEFORE, AND I APOLOGIZE, BUT I'M TRYING TO RECALL.

ONE OF THE QUESTIONS THAT WAS RAISED -- I HAVE A LOT OF QUESTIONS -- BUT JUST WANTED WITH A QUICK QUESTION IS -- IS THE THINKING THAT THE TRANSIT POLICE WOULD BE -- WOULD BE CARRYING WEAPONS?

>> YES, THE TRANSIT POLICE AS THEY -- AS OUR TRANSIT SECURITY CURRENTLY DOES, THEY WILL CARRY WEAPONS, YES.

>> Kitchen: OKAY, OKAY.

>> YES, SIR?

MEMBER RENTERIA.

>> Renteria: HOW MUCH -- HOW MANY OFFICERS DO WE PRESENTLY HAVE WORKING FOR US AS POLICE OFFICERS RIGHT NOW?

AND WHAT IS OUR YEARLY BUDGET?

>> SO -- SO RIGHT NOW WE HAVE OVER 100 PART-TIME THAT ARE IN A ROTATION OF SORTS.

I DO NOT HAVE THE BUDGET NUMBER IN FRONT OF ME.

I DO APOLOGIZE.

I CAN GET THAT TO YOU IN SHORT ORDER THOUGH.

AND JUST TO LET YOU KNOW THAT NOT ALL 100 ARE USED, THEY ARE JUST PRETTY MUCH ON A LIST, AND YOU PULL FROM THAT LIST.

>> Renteria: I JUST WANTED PUBLIC TO REALIZE THAT WE RIGHT NOW ARE USING POLICE OFFICERS THAT ARE ARMED AND THAT ARE APD AND WHATEVER THAT ARE CERTIFIED POLICE OFFICERS RIGHT NOW.

>> YES, SIR, THAT IS CORRECT.

>> Renteria: THAT IS CORRECT, ALL OF THEM ARE ARMED RIGHT NOW?

>> THAT IS CORRECT, SIR.

>> Renteria: THANK YOU.

>> Cooper: MEMBER POOL.

>> Pool: THANK YOU, MR. TABON FOR A REALLY GOOD OVERVIEW AND SUMMARY.

I APPRECIATE THE WORK THAT YOU HAVE BEEN DOING.

IT'S BEEN ONE YEAR, IS THAT RIGHT --

>> RIGHT.

SO I HAVE BEEN GIVEN THE AUSTIN RESPONSIBILITIES SINCE ABOUT JANUARY, BUT THIS PROCESS THAT HAS BEEN GOING ON FOR NEARLY TWO YEARS.

>> Pool: AND CAN YOU -- EITHER DIRECT ME TO A LIST OF THE VARIOUS COMMUNITY GROUPS AND STAKEHOLDERS THAT YOU TALKED WITH?

IS IT A REPORT IN THE BACK-UP OR DO YOU HAVE A TOP LINE THAT YOU COULD SHARE TO SHOW THE EXPANSE OF INVOLVEMENT FROM THE COMMUNITY?

>> YES.

WE HAVE A LIST AND WE CAN PROVIDE THAT TO YOU.

I HAVE A FEW FOLKS LISTENING IN THAT CAN ASSIST WITH THAT IN SHORT ORDER.

BUT, YES, IT WAS NUMEROUS INDIVIDUALS AROUND THE -- AROUND THE REGION.

>> Pool: GREAT.

I UNDERSTAND ANECDOTALLY THAT AT SOME POINTS OUR BUS DRIVERS HAVE BEEN CONCERNED FOR THEIR SAFETY AND THE SAFETY OF PASSENGERS.

AND THE RESPONSE TIME TO GETTING APD OFFICER TO THE PLACE HAS, UM, INCREASED THE LEVELS EVER ANXIETY.

COULD YOU TALK ABOUT THAT A LITTLE BIT AND KIND OF GIVE US THE CONNECTION THAT WE MET AND THE PHILOSOPHY BEHIND HAVING THE CAP METRO TRANSIT POLICE/AMBASSADOR CADRE?

>> SURE, SURE, THANK YOU SO MUCH FOR THAT QUESTION.

TO BEGIN WITH THE FIRST PART OF YOUR QUESTION, THERE ARE NUMEROUS INSTANCES -- AND I LIKE TO SAY THANK YOU TO APD FOR BEING A GOOD PARTNER, FIRST AND FOREMOST.

BUT THEY HAVE CONSTRAINTS, RIGHT?

THEY HAVE LIMITATIONS.

AND THE RESOURCES BEING ONE OF THEM.

AS A RESULT, WHEN WE DO GET CERTAIN CALLS WE'RE NOT ALWAYS ABLE TO RESPOND PERHAPS IN A TIME THAT WE'D LIKE TO SEE THEM RESPOND.

AND SO THAT EXACERBATES TO A DEGREE THE ISSUES THAT MAY BE OCCURRING ON A BUS AND/OR A TRAIN, OR AT ONE OF OUR FACILITIES.

SO, AGAIN, IT'S ABOUT BEING ABLE TO HAVE MUCH MORE EFFICIENT USE OF OUR RESOURCES.

WE HAVE SEVERAL EXAMPLES OF WHERE, YOU KNOW, INDIVIDUALS MAY NOT BE BEHAVING AS WE'D LIKE THEM TO AT ONE OF OUR FACILITIES OR BUSES, AND WE REALLY NEED A MUCH QUICKER RESPONSE TIME.

WE NEED PEOPLE WHO ARE DEDICATED TO OUR ORGANIZATION.

WE REALIZE THAT THEY ARE APD OFFICERS FIRST AND IF THEIR ORGANIZATION REQUIRES THEM TO WORK A PARTICULAR SHIFT OR OVERTIME, THAT THEY ARE OBLIGATED TO GO THERE.

WE NEED TO ENSURE THAT WE HAVE A DEDICATED FORCE, WHICH WILL NOT BE ANYWHERE NEAR THE SIZE OF THEIR FORCE.

I JUST HAVE TO STAY THAT.

WE'RE NOT LOOKING TO HAVE NEAR THE SAME NUMBERS -- IT'S GOING TO BE MUCH MORE -- UM, IT WILL BE A MUCH SMALLER FORCE, TRANSIT FOCUSED.

THEY'LL BE TRAVELING AND MONITORING ACTIVITIES OF OUR VEHICLES THROUGHOUT VARIOUS COMMUNITIES THROUGHOUT THE REGION.

AND THE EMPHASIS -- PERHAPS IF I COULD JUST SHARE A BIT MORE -- WOULD BE TO USE FIRST AND FOREMOST OUR COMMUNITY INTERVENTION SPECIALISTS AS WELL AS OUR PSAs, THE PUBLIC SAFETY AMBASSADORS ASSOCIATION THAT WAY WE WON'T HAVE TO USE POLICE TO INTERVENE.

BUT THERE WILL BE OCCASION WHERE AN OFFICER IS NEEDED.

IT IS ABOUT PROTECTION OF PEOPLE LIKE MY MOM, OKAY, WHO IS ELDERLY.

AND MAY -- IT'S ABOUT PROTECTING PEOPLE OF ALL AGES THAT RIDE OUR VEHICLES.

AND THAT'S THE MAIN FOCUS.

>> Pool: OKAY, JUST TO WRAP UP, IT OCCURS TO ME THAT THAT PIECE RIGHT THERE -- THE IMPORTANCE OF SAFETY FOR ALL WHO RIDE EITHER THE RAILS OR THE BUSES -- WILL HELP US TO ACTUALLY INCREASE THE CHANCES OF PEOPLE -- OF OUR RIDERSHIP.

I THINK THE MORE PEOPLE FEEL SAFE -- IT'S NOT JUST THE PREDICTABILITY AND THE SCHEDULE AND ITS ARRIVAL AND NOT BEING LATE AND DELIVERING YOU WHEN THE SCHEDULE SAYS THAT YOU WILL BE DELIVERED, IT IS ALSO ENSURING THAT YOU ARE COMPLETELY SAFE WHEN YOU ARE IN OUR CARE.

>> ABSOLUTELY, ABSOLUTELY.

THANK YOU SO MUCH.

I THINK THAT BOARD MEMBER TRAVILLION?

>> Travillion: YES.

>> YES, SIR?

>> Travillion: CAN YOU HEAR ME?

>> I CAN HEAR YOU, SIR.

>> Travillion: OKAY.

WHEN I LISTENED TO THE QUESTIONS OF THE -- OF THE PROPOSAL, IT ALMOST MADE IT SEEM AS IF THIS WAS THE END OF THE PUBLIC PROCESS THAT WOULD ALLOW PEOPLE TO PARTICIPATE, GIVE YOU FEEDBACK, AND EXPLAIN THEIR EXPECTATIONS.

I WANT TO KNOW WHETHER WE CAN SPECIFICALLY INCLUDE ALL OF THOSE GROUPS THAT WERE MENTIONED, SPECIFICALLY INCLUDE THEM AS PER THEIR INVOLVEMENT AND WORK WITH THEM OVER THE COURSE OF THE RECOMMENDATIONS.

AND WHEN WE DEVELOP THOSE RECOMMENDATIONS, WILL THEY BE BROUGHT BACK TO THE BOARD FOR RATIFICATION?

>> SO, SIR, AGAIN, I CAN TELL YOU AS I STATED EARLIER IN THE PRESENTATION THAT THE BOARD WILL BE RESPONSIBLE IN LARGE PART FOR APPOINTING INDIVIDUALS TO THE -- TO THE ADVISORY COMMITTEE.

BUT WE ARE CERTAINLY OPEN TO HEARING ALL CONCERNS FROM THE VERY MANY BODIES WHO PROVIDED US WITH SOME WONDERFUL INPUT EARLIER IN THIS SESSION.

YOU SHOULD KNOW THAT WE ALREADY HAD DISCUSSIONS WITH A FEW OF THE GROUPS THAT PRESENTED, AND WE ARE MORE THAN OPEN TO HAVING ADDITIONAL DISCUSSIONS.

>> Travillion: I JUST WANT TO -- I JUST WANT TO ESTABLISH -- I WANT TO STICK A PIN IN -- IN THE QUESTION -- AND THE QUESTION IS AS WE GO FORWARD THAT WE ARE CONTINUING TO LOOK FOR COMMUNITY INVOLVEMENT -- COMMUNITY INVOLVEMENT WHERE IT HAS BEEN CUT OFF AT THIS POINT.

>> COMMUNITY INVOLVEMENT HAS NOT BEEN CUT OFF.

AS A MATTER OF FACT, IT'S REALLY GOING TO START PICKING UP.

AND THAT'S WHERE WE'RE GOING TO REALLY NEED THEIR INPUT ON CERTAIN ITEMS TO MOVE THIS THING FORWARD.

BECAUSE AS I ALSO STATED IN THE PRESENTATION IT'S GOING TO TAKE OVER 18 MONTHS TO DEVELOP SO IT'S NOT AS IF WE TURN AROUND AND WE HAVE 25 POLICE OFFICERS IN THE NEXT FISCAL YEAR.

IT'S GOING TO TAKE A LOT OF TIME TO DEVELOP.

WE ARE GOING TO NEED THEIR INPUT WITH THE QUESTIONS THAT I'VE ALREADY PROVIDED IN THE PRESENTATION.

THERE'S NO SMOKE, THERE'S NO MIRRORS HERE.

THIS IS VERY GENUINE.

WE CARE VERY, VERY MUCH FOR OUR SYSTEM AND FOR OUR CUSTOMERS AND MOST OF ALL, OUR MOST PRECIOUS RESOURCES, OUR OPERATORS, FRONTLINE STAFF, CONDUCTORS, ENGINEERING, YOU NAME IT.

SO I HOPE THAT HELPS.

>> Travillion: THANK YOU, SIR.

I JUST WANTED TO BE CLEAR THAT THE PUBLIC COMMENT WASN'T OVER.

THANK YOU VERY MUCH.

>> CRYSTAL.

THANK YOU.

MEMBER -- BOARD MEMBER KITCHEN?

>> Kitchen: YES.

I THINK -- I APPRECIATE THAT -- THAT QUESTION VICE-CHAIR TRAVILLION.

THAT WAS MY QUESTION ALSO.

I DON'T SEE THAT IN THE LANGUAGE OF THIS RESOLUTION.

AND TO BE COMFORTABLE VOTING ON THIS RESOLUTION I WOULD WANT THE STATEMENT THAT YOU JUST ARTICULATED, VICE-CHAIR TRAVILLION, TO ACTUALLY TO BE WRITTEN INTO THE RESOLUTION.

ALTERNATIVELY, PERHAPS WE -- YOU KNOW, THIS IS AUTHORIZING THE ESTABLISHMENT OF -- YOU KNOW, OF A NEW DIVISION AS PART OF OUR BUDGET.

SO WE COULD TRY TO ADD THAT LANGUAGE TO THIS RESOLUTION OR WE COULD JUST MOVE THIS ITEM TO VOTE ON IT WHEN WE VOTE ON THE BUDGET, WHICH I THINK THAT IS AT THE END OF SEPTEMBER.

I DO WANT TO TELL YOU, MR. TABON, THAT I REALLY APPRECIATE ALL OF THE WORK THAT YOU HAVE DONE AND I KNOW THAT YOU'VE WORKED VERY HARD.

SO I DON'T WANT TO SLOW THINGS DOWN, BUT I DO THINK THAT IT IS IMPORTANT THAT WE CAPTURE IN WRITING WHAT YOUR INTENT IS AND WHAT MR. TRAVILLION MENTIONED.

SO, CHAIR, I DON'T KNOW IF YOU WANT TO JUST TAKE SOME TIME TO TRY TO WORDSMITH THAT ON THE DAIS OR LET ME ASK MR. TABON -- IF WE POSTPONE THIS I THINK TO THE END OF SEPTEMBER WHEN WE ACTUALLY VOTE ON THE BUDGET, IF WE DID THAT TO GIVE OURSELVES TIME TO -- YOU KNOW, TO WRITE THE KIND OF LANGUAGE THAT'S THE INTENT INTO THE RESOLUTION, IS THAT GOING TO SLOW YOU DOWN?

COULD YOU DO THAT?

I THINK THAT IS ONLY TWO WEEKS OR SO.

>> UM, IT WILL PROVIDE A COUPLE OF THINGS THAT WE -- SOME MILESTONES THAT WE DID HAVE IN PLACE.

HOWEVER, I THINK RANDY WOULD LIKE TO PROVIDE SOME --

>> Kitchen: SO I DON'T KNOW IF IT'S A QUESTION FOR YOU, I'M SORRY, PRESIDENT CLARKE IF I SHOULD HAVE ASKED YOU THAT QUESTION.

>> THAT'S OKAY, BOARD MEMBER.

YOU CAN HELP TO ARTICULATE WHAT YOU EXACTLY LIKE IN THAT.

BECAUSE WE DO HAVE SOME LANGUAGE IN THE RESOLUTION -- SORRY --

>> YEAH, THAT'S WHAT I WAS --

>> WE THOUGHT THAT MAY COVER EXACTLY WHAT THE BOARD MEMBER TRAVILLION MENTIONED, BUT IF YOU THINK THAT IT NEEDS A SLIGHT TWEAK, WE COULD DO THAT.

>> Kitchen: OKAY.

>> BUT IT DOES TALK SPECIFICALLY ABOUT COMMUNITY ENGAGEMENT AND AS GARDNER MENTIONED, THIS IS KIND OF INITIATING THE NEXT STEP IN THE PROCESS.

WE'RE CERTAINLY FAR AWAY FROM CONCLUDING ANY PROCESS.

SECOND, WE NEED --

>> Kitchen: OKAY.

>> IT SAYS -- YEAH, THIS WHOLE THING ABOUT THE PUBLIC SAFETY ADVISORY COMMITTEE -- SO WE HAVE TO DEVELOP A STAFF TRAINING PROGRAM AND MEMBERS, WITH INPUT FROM INDUSTRY BEST PRACTICES AND PUBLIC SAFETY ADVISORY COMMITTEE THAT SHALL INCLUDE INITIATE AND CONTINUOUS TRAINING.

SO THERE'S THAT WHOLE PART.

NUMBER FOUR SAYS IN COLLABORATION WITH THE AFOREMENTIONED GROUPS TO HAVE A ADVISORY COMMITTEE CHARTER.

AND AN ADVISORY APPOINTMENT PROCESS THAT WE WOULD BRING TO THE CAP METRO BOARD FOR APPROVAL AND APPOINTMENTS.

SO THE CONCEPT IS THAT YOU ALL KIND OF LIKE CSAC AND ACCESS, WOULD FORM A NEW PUBLIC SAFETY ADVISORY COMMITTEE.

THAT CHARTER WOULD BE A WAY TO TALK ABOUT THE ROLES AND RESPONSIBILITIES OF THAT COMMITTEE.

AND NOMINATING AND PROCESS TO PUT PEOPLE ON THAT COMMITTEE.

SO THOSE PARTS ARE ALL COMMUNITY DRIVEN BECAUSE THEN WE HAVE TO GO THROUGH THIS PUBLIC PROCESS THROUGH EACH ONE OF THOSE TO BRING BACK TO THE BOARD FOR YOU ALL TO APPROVE A CHARTER.

AND THEN SELECT INDIVIDUALS THAT WOULD REPRESENT YOU ALL ON THAT ADVISORY COMMITTEE.

THAT ADVISORY COMMITTEE THEN HELPS TO GARNER THE PUBLIC SAFETY TEAM, FLUSH OUT THE TRAINING AND POLICY PIECE.

SO IT'S KIND OF LIKE TODAY IS YOU TELLING US, YES, WE ARE GOING FORWARD.

THEN IT'S -- OKAY, NOW WE CAN GET A CONSULTANT ON BOARD, SET UP A PROCESS WITH THE JOB DESCRIPTION FOR A CHIEF.

BECAUSE WE NEED AT LEAST ONE PERSON TO ACTUALLY START UP THE OPERATION, GO THROUGH THAT WHOLE COMMUNITY REVIEW PROCESS AND ADVISORY PROCESS.

THAT LEADS THEN TO PROCESSES RELATED TO TRAINING AND ON AND ON AND ON.

SO SOME OF THOSE MAY NOT COME TOGETHER UNTIL EVEN NEXT SUMMER, YOU KNOW, IN THE SPECTRUM OF THE PROCESS.

SO HOPEFULLY THAT ANSWERS YOUR QUESTION.

BUT IF YOU THOUGHT THAT THERE WERE WORDS RELATED TO FOUR OR FIVE, YOU KNOW, THAT MIGHT HELP FURTHER THAT, BECAUSE A LOT OF THE PUBLIC COMMENT WAS REALLY AROUND NUMBER 4, 5 AND 6 ABOUT INTERNAL AFFAIRS, OVERSIGHT, TRAINING AND PUBLIC SAFETY ADVISORY COMMITTEE.

SO HAPPY TO -- ANY SUGGESTED COMMENTS RELATED TO THAT.

>> Kitchen: WELL, I -- I APPRECIATE WHAT YOU'RE SAYING, PRESIDENT CLARK.

BUT ALL THAT YOU EXPLAINED IS NOT WRITTEN INTO THIS RESOLUTION.

AND IT'S JUST IMPORTANT SO THAT THE PUBLIC CAN SEE THAT WE ACTUALLY PUT TO WRITING WHAT THE INTENT IS.

A COUPLE OF THINGS -- THERE'S NO TIMELINE ON THIS.

SO I UNDERSTAND THE INTENT, OF COURSE, IS TO CREATE THIS ADVISORY COMMITTEE QUICKLY, BUT, YOU KNOW, IF YOU JUST READ THE WORDS IT DOESN'T -- IT DOESN'T SAY WHEN THE ADVISORY COMMITTEE WOULD -- WOULD OCCUR.

AND IT ALSO DOESN'T -- IT DOESN'T SPECIFY THAT THE ADVISORY COMMITTEE WOULD WEIGH IN ON A BUNCH OF THESE DECISIONS.

SO, OF COURSE, THAT LEADS A QUESTION MARK IN THE PUBLIC'S MIND AS TO THE SCOPE OF THE ADVISORY COMMITTEE IN TERMS OF THE ACTUAL DECISION-MAKING PROCESS.

SO THAT'S ONE AREA THAT I WOULD LIKE TO PUT SOME LANGUAGE AROUND.

THE SECOND THING IS THAT, YOU KNOW, WELL VICE-CHAIR TRAVILLION WHEN HE GETS BACK -- WELL, LET ME SAVE THAT FOR WHEN HE COMES BACK.

SO THAT'S ONE OF THE QUESTIONS.

THE OTHER THING IS THAT THIS DOES MORE THAN -- THAN PROVIDE MR. TABON THE ABILITY TO KEEP ON TRACK.

YOU KNOW, WHICH IS VERY IMPORTANT.

AND I AGREE THAT HE NEEDS TO STAY ON TRACK.

IT ACTUALLY CREATES THE, UM, THE TRANSIT POLICE AND IT DOESN'T COME BACK TO THE BOARD FOR APPROVAL OF ANY SET OF RECOMMENDATIONS.

IT'S BASICALLY COMING BACK TO THE BOARD FOR REPORTING.

SO THAT'S ONE OF THE THINGS THEY THINK THAT WOULD BE IMPORTANT.

AGAIN, THIS IS JUST -- THIS IS A VERY -- THIS IS A VERY IMPORTANT FUNCTION WHICH I AGREE WITH, AND AS YOU KNOW MR. TABON AND PRESIDENT CLARKE, I HAVE EXPRESSED MY SUPPORT.

BUT I AM ALSO HEARING FROM THE COMMUNITY.

AND CAP METRO'S POSITION IN THE COMMUNITY AND THE RELATIONSHIP WITH THE COMMUNITY GROUPS IS VERY IMPORTANT.

AND IF THERE IS A WAY TO ACKNOWLEDGE WHAT WE'RE HEARING, CONTINUE ON COURSE, BUT PERHAPS JUST GIVE THEM A LITTLE BIT MORE TIME TO TALK SPECIFICALLY TO THESE GROUPS, THAT COULD BE VERY IMPORTANT WHILE NOT SLOWING US DOWN.

THE OTHER THING TO UNDERSTAND IS THAT, UM, VICE-CHAIR TRAVILLION ASKED A SPECIFIC QUESTION ABOUT ENGAGEMENT OF THE GROUPS THAT TESTIFIED.

AND THERE WERE FOUR OR FIVE SPECIFIC GROUPS THAT ARE VERY INVOLVED IN THE COMMUNITY ON THIS ISSUE.

AND THIS LANGUAGE DOESN'T TALK ABOUT ENGAGING THOSE GROUPS.

IT ONLY TALKS ABOUT ENGAGING THE DIVERSITY, EQUITY AND INCLUSION COUNCIL WHICH IS A VERY POSITIVE AND IMPORTANT GROUP OF CAP METRO, BUT IT'S NOT A PUBLIC BODY.

AND IT DOESN'T MEET IN A TRANSPARENT WAY.

SO ALL I'M SAYING IS THAT I HEAR WHAT THE INTENT IS, I APPRECIATE THE INTENT, I DON'T HAVE AN ARGUMENT WITH THE INTENT, BUT IT'S NOT IN THIS LANGUAGE.

SO IF -- IF WE WANT TO SPEND SOME TIME DURING THE REST OF THE MEETING I CAN TRY TO WRITE SOME LANGUAGE THAT I THINK THAT WOULD DO THAT, OR WE COULD POSTPONE IT FOR TWO WEEKS -- MAYBE IT'S TWO -- MAYBE IT'S THREE WEEKS -- AND JUST VOTE ON IT AS PART OF THE BUDGET.

THAT'S WHAT WE'RE DOING HERE IS AUTHORIZING EXPENDITURE OF THE MONEY WHICH IS PART OF THE BUDGET.

>> MEMBER STRATTON?

>> MR. CHAIRMAN, I MOVE THAT WE APPROVE ACTION ITEM NUMBER ONE AND I THINK THAT WHAT WE'RE ESSENTIALLY DOING NOW -- WE'RE HAVING DISCUSSION ABOUT THE MERITS OF ACTION ITEM ONE AND WHETHER OR NOT WE WANT TO AMEND ACTION ITEM NUMBER ONE.

I THINK IT MAKES MORE SENSE FOR TO US JUST MAKE THE MOTION, HAVE THE SECOND, AND DISCUSS THIS AND THEN IF WE DECIDE THAT WE WANT TO MOVE TO POSTPONE IT, THAT IS FINE.

BUT IT SEEMS THAT WE'RE HAVING SUBSTANTIVE DISCUSSION ABOUT IT, AND WE'RE NO LONGER ASKING MR. GARDNER QUESTIONS, WE'RE TRYING TO TAKE ACTION ON THAT NOW.

SO IF I COULD MAKE THAT MOTION FIRST AND THEN I DO HAVE SOME FURTHER QUESTIONS AND COMMENTS ABOUT IT AT THAT POINT.

>> Travillion: SO FOR THE PURPOSES OF DEBATE I'LL SECOND IT.

LET'S GO.

>> Kitchen: CHAIR?

>> Cooper: MEMBER KITCHEN.

>> Kitchen: I WOULD LIKE TO MAKE AN ALTERNATE -- WHAT IS THE RIGHT WORD -- A SUBSTITUTE MOTION TO POSTPONE JUST TO THE END OF SEPTEMBER WHEN WE'RE VOTING ON THE BUDGET AND THAT WOULD BE MY SUBSTITUTE MOTION AT THIS POINT.

AND, THANK YOU, BOARD MEMBER STRATTON, YOU'RE RIGHT, WE NEED TO DO THIS PROCESS THE RIGHT WAY.

SO I APPRECIATE THAT.

SO THAT'S MY -- THAT'S MY ALTERNATE, UM-- NOT USING THE RIGHT TERM -- THAT'S MY -- SUBSTITUTE MOTION, EXCUSE ME.

>> Cooper: I THINK THAT IS A MOTION TO TABLE.

ASHLEY MAY HAVE TO HELP ME HERE.

IS THERE A SECOND --

>> Kitchen: WELL, I DIDN'T WANT TO TABLE IT, I WANTED TO BE SPECIFIC THAT WE WOULD BRING IT BACK AT A SPECIFIC TIME.

SO I DIDN'T WANT TO JUST, UM, SAY THAT -- I WANTED TO BE CLEAR THAT WE WERE GOING TO BRING IT BACK.

SO I DON'T KNOW, CHAIR COOPER, WHAT THE APPROPRIATE MOTION IS FOR THAT.

>> Travillion: SO ARE WE SAYING THAT IT IS NOT POSSIBLE FOR US TO ADD THE APPROPRIATE LANGUAGE NOW AND GET THINGS MOVING?

>> Kitchen: WELL, WE COULD, BUT MY THOUGHT WOULD BE THAT, YOU KNOW, WE'RE -- THAT'S GOING TO TAKE SOME WORDSMITHING AND WE COULD PUT THIS ASIDE AND COME BACK TO IT WHILE I TRY TO WORK ON SOME LANGUAGE.

>> Travillion: AND GET THE WORDSMITHING DONE AND YOU ARE ABLE TO DO THAT WITH THE ELIGIBLE COUNCIL -- I MEAN, IT WOULD BE -- I MEAN, SINCE WE ARE TALKING ABOUT THE BEGINNING OF A PROCESS AND WE WANT TO BEGIN THE PROCESS IN THE PUBLIC DISCOURSE AS SOON AS POSSIBLE, I'D LIKE TO SEE IF WE COULD GET THE LANGUAGE DONE TODAY AND GET STARTED TODAY.

THAT WOULD BE -- THAT WOULD BE WITH EVERYONE'S SATISFACTION.

>> Kitchen: BUT, VICE-CHAIR, THEY'VE ALREADY STARTED.

THEY'VE ALREADY STARTED.

SORRY, GO AHEAD, CHAIR COOPER.

>> Cooper: THE QUESTION IS THAT YOU MADE A MOTION AND THEN I'LL CALL A HIGHER PRIORITY MOTION.

IS THERE A SECOND TO MEMBER KITCHEN'S MOTION?

>> [MULTIPLE VOICES]

>> Cooper: MEMBER POOL.

LET ME ASK IF THERE'S A SECOND TO MEMBER KITCHEN'S MOTION?

>> I HAD A QUESTION, AND DEPENDING ON THE ANSWER TO MY QUESTION I WAS GOING TO DECIDE ON WHETHER TO MAKE THE SECOND.

>> Cooper: GO AHEAD.

>> OKAY.

WHEN THE MEMBER SECONDED THE MAIN MOTION I HAD MY HAND UP BECAUSE I WANTED TO MAKE WHAT I HOPED WOULD BE A FRIENDLY AMENDMENT THAT WE WOULD INCLUDE THE LANGUAGE AND THE DIRECTION FROM MEMBER KITCHEN, BECAUSE I THINK THAT THAT'S AN IMPORTANT DIRECTION.

I THINK THAT IF WE WERE ABLE TO GET THAT WRITTEN TODAY WITH ASSISTANCE, WHICH IS WHAT VICE-CHAIR TRAVILLION IS ENCOURAGING TO DO, THEN I THINK THAT WE MIGHT BRING ALL OF THESE SIDES TOGETHER AND REALLY HAVE A ROBUST AND INCLUSIVE MOTION OF THIS BOARD.

SO THAT WOULD BE THE MOTION THAT HAS BEEN ALREADY MADE WITH THE ADDITIONAL DIRECTION THAT SUMS UP THE CONCERNS THAT MEMBER KITCHEN HAS RAISED.

>> Cooper: MY SUGGESTION MIGHT BE THAT WE WITHDRAW MEMBER KITCHEN'S MOTION AND HAVE THIS DISCUSSION AND THEN FIGURE OUT WHERE NEXT TO GO.

SO WITHDRAWAL FOR THE TIME BEING.

>> Kitchen: DO YOU WANT ME TO SPEAK TO THAT OR -- OR --

>> Cooper: OR ALTERNATELY IF THERE'S NOT A SECOND WE'LL GO BACK TO THE MAIN MOTION THEN. AND DISCUSS THAT.

I DON'T SEE A SECOND.

SO LET'S GO BACK TO THE MAIN MOTION.

MEMBER STRATTON, YOU HAVE YOUR HAND UP.

>> Stratton: YEAH, I JUST -- WHAT I WANTED TO NOTE ON THIS IS THAT I UNDERSTAND AND I HAVE BEEN LISTENING TO THE COMMENTS ALL AROUND ON THIS AND I WENT BACK AND I WAS TAKING THE TIME ALSO TO JUST RE-READ THE LANGUAGE MYSELF AND SEE IF I COULD KIND OF THINK THIS THROUGH BASED ON WHAT SOME OF THE CONCERNS THAT I AM HEARING ARE.

AND WHAT I -- WHAT I'M GATHERING HERE IS THAT -- IS I'M RE-LOOKING AT THIS, THERE IS -- THE RESOLUTION ITSELF FROM MY PERSPECTIVE, UM, FROM MY PERSPECTIVE ALREADY HAS WITHIN IT -- TALKS ABOUT ENGAGING THE STAKEHOLDER PROCESS, CAPITAL METRO'S STAKEHOLDER PROCESS.

WE HAVE WITHIN CAPITAL METRO -- AND EVEN CREATING AN ADDITIONAL VEHICLE FOR STAKEHOLDER INVOLVEMENT.

WE CURRENTLY HAVE OUR BOARD ADVISORY COMMITTEES, THE CUSTOMER ACCESS ADVISORY COMMITTEE, AND THE -- THE -- THE -- THE CUSTOMER SERVICE ADVISORY COMMITTEE AND THE ACCESS ADVISORY COMMITTEE.

AND WE HAVE THE EQUITY AND INCLUSION COUNCIL THAT ARE PART OF OUR ORGANIZATION THAT ARE DESIGNED TO -- TO RECEIVE FEEDBACK.

THAT, YOU KNOW, JUST LIKE WE DO HERE AT THE BOARD -- THESE INDIVIDUALS THAT HAVE SPOKEN TODAY AND WE HEARD COMMENTS ACROSS THE BOARD.

WE HEARD INDIVIDUALS WHO WERE OPERATORS AND WE HEARD INDIVIDUALS THAT SPOKE AS WELL AND THEY HAVE THE OPPORTUNITY TO SPEAK AT CSAC AND AT THE ACC AND AT OUR BOARD COMMITTEES -- I FORGOT ABOUT THOSE AS WELL.

SO, YOU KNOW, THERE ARE INHERENTLY I THINK WHAT THIS RESOLUTION IS GETTING AT -- AT LEAST AT THE WAY THAT I READ IT -- AND, YOU KNOW, IF MR. TABON OR RANDY CLARKE WANTS TO JUMP IN AND TELL ME IF I'M MISSING SOMETHING HERE, THE RESOLUTION WAS TO ADDRESS SPECIFICALLY CAPITAL METRO'S CURRENT AND PROPOSED, UM, STAKEHOLDER FEEDBACK MECHANISMS THAT ARE INHERENTLY BUILT WITHIN.

SECONDARILY FROM THAT, AS I WAS HEARING THE QUESTIONS AND FEEDBACK FROM VICE-CHAIR TRAVILLION WITH MR. TABON IT SOUNDS WITHOUT TRYING TO SINGLE OUT ANY ONE GROUP THAT TESTIFIED TODAY OR HAS BEEN INVOLVED IN THE PROCESS BEFORE, THERE HAS BEEN AN EFFORT TO

ENGAGE INDIVIDUALS FROM THESE GROUPS AND LEADERSHIP OF DIFFERENT GROUPS HAVE BEEN INVOLVED IN THIS PROCESS FOR A PERIOD OF TIME OVER THE COURSE OF THE LAST, YOU KNOW, 18 MONTHS, NEARLY TWO YEARS THAT WE HAVE BEEN DOING THIS, THROUGHOUT DIFFERENT PARTS OF THE PROCESS.

IT SOUNDS TO ME TODAY THAT WE'RE NOT TRYING TO CALL OUT OR NAME ANYBODY, BUT IT SOUNDS, MR. TABON, YOU'RE NOTING -- AT LEAST FROM WHAT I HEARD -- THAT WE HAVE A LIST, THERE IS A LIST OUT THERE, AND ORGANIZATIONS AND INDIVIDUALS HAVE REGISTERED BEFORE US AND SAID BEFORE THAT IN PROVIDING FEEDBACK WITHIN THIS PROCESS OVER THE LAST 18 MONTHS.

>> YES, THAT'S CORRECT.

>> Stratton: OKAY, BUT WHAT I HAVE NOTED IN THE PAST WHEN WE HAVE PASSED RESOLUTIONS AND MOVED THINGS FORWARD, WE DON'T TYPICALLY NAME OUTSIDE ENTITIES OR GROUPS SPECIFICALLY SAYING GO OUT AND GET FEEDBACK FROM, YOU KNOW, -- YOU KNOW, ACME WIDGETS OR ABC OR XYZ.

WE STAY PRETTY FOCUSED TO JUST PROCESS RELATIONS AS IT COMES TO THE COURSE OF LANGUAGE WITHIN OUR RESOLUTIONS FOR THE MOST PART.

AND THAT BEING THE CASE, I FEEL COMFORTABLE THAT -- THAT THIS IS IN HERE LIKE THAT, THAT THE RESOLUTION IS WRITTEN VERY PROCESS-BASED, LAYING OUT -- YOU KNOW, WHAT THE PROCESS IS.

THAT THERE ARE CLEAR EXAMPLES OF STAKEHOLDER FEEDBACK WITHIN OUR OWN PROCESSES, AND EVEN IDENTIFYING THE CREATION OF NEW STAKEHOLDER MECHANISMS WHERE THESE DIFFERENT GROUPS THAT SHOWED UP TODAY -- THAT HAD SHOWED UP BEFORE -- CAN CONTINUE TO SHOW UP AND TO BE A PROCESS AS WELL.

IF I'M MISSING SOMETHING, MR. TABON -- IN TERMS OF WHAT THE INTENT OR THE -- OR, RANDY, IN TERMS OF WHAT THE INTENT HERE WAS -- PLEASE LET ME KNOW.

BUT AS I READ THIS, THAT'S MY VIEW OF WHAT THE LANGUAGE IS, WHICH IS ONE OF THE OTHER REASONS THAT I'M -- YOU KNOW, I -- PERSONALLY FROM MY PERSPECTIVE, I'M OKAY WITH PASSING IT AS IS.

BECAUSE I FEEL LIKE, AGAIN, THIS IS ABOUT CAP METRO'S PROCESSES BEING NAMED, NOT GOING OUT AND LOOKING AT PROVIDING OTHER -- OTHER SPECIFIC OUTSIDE ORGANIZATIONS OR OTHER THINGS LIKE THAT IN A RESOLUTION.

>> Travillion: MR. CHAIR.

>> Cooper: MEMBER TRAVILLION AND THEN MEMBER MITCHELL.

>> Travillion: LET ME SAY THAT I HAVE A GREAT DEAL OF CONFIDENCE HERE WITH OUR CEO AND ALSO OUR VP MR. TABON.

IT'S NOT A QUESTION ABOUT CONFIDENCE IN THE PROFESSIONALS AND THE OPERATION.

IT IS A QUESTION OF THE MOMENT THAT WE FIND OURSELVES IN THIS COMMUNITY.

YOU KNOW, I'M AN AFRICAN-AMERICAN PROFESSIONAL WHO HAS SPENT MOST OF HIS CAREER IN THE SOUTH WORKING.

AND I'VE HAD A GUN PULLED TO MY HEAD BY -- BY A POLICE OFFICER.

AND ONE TIME WHEN MY SON WAS IN THE FRONT SEAT -- SO YOU THINK ABOUT THE WORD "POLICE," I UNDERSTAND WHAT SOME COMMUNITY MEMBERS ARE SAYING.

BUT WHAT WE ARE SAYING HERE IS THAT WE ARE TRYING TO GET A GROUP THAT IS NOT LIKE WHAT YOU WOULD CALL OUR USUAL POLICE.

WE HAVE MADE SURE THAT WE ARE GOING TO ENGAGE COMMUNITY AMBASSADORS.

WE HAVE MADE SURE THAT WE ARE GOING TO ENGAGE PROFESSIONALLY TRAINED SOCIAL WORKERS.

WE WILL HAVE -- WE WILL HAVE OFFICERS TOO IF THAT NEED COMES, BUT WE HAVE TALKED ABOUT WHERE THE BEST TYPES OF ESCALATION ARE TAUGHT.

EVEN SO, I UNDERSTAND THE COMMUNITY SAYING I DON'T KNOW WHO TO TRUST, THINGS HAVE BEEN DIFFICULT, THEY ARE DIFFICULT FOR ME RIGHT NOW.

AND I WANT TO BE ENGAGED WITH YOU, AND I WANT TO BE INVOLVED WITH YOU.

AND I WANT TO SEE HOW THE -- THE BOARD IS BEING BAKED, IF YOU WILL.

I THINK THAT OUR EXISTING PROPOSAL HAS 95% OF WHAT THE BOARD WANTS AND THE COMMUNITY IS ASKING FOR.

IF THERE IS ADDITIONAL LANGUAGE THAT IS FRIENDLY THAT ENSURES COMMUNITY THAT -- THAT THEY WILL BE ENGAGED AND THEY WILL BE INVOLVED SPECIFICALLY, I THINK THAT WILL BUILD TRUST.

I THINK THAT WILL HAVE THEM SEE US AND SAY WE ARE MOVING IN ONE DIRECTION AND WE HEARD YOU.

AND WE WANT TO HEAR MORE OF YOU.

WE WANT TO INCLUDE YOU.

WE DON'T WANT TO SLOW DOWN THIS PROCESS BECAUSE THIS PROCESS IS BEING CONDUCTED PROPERLY AND WE WANT YOU TO SEE THAT IT IS BEING DONE IN A TRANSPARENT MANNER, AND I THINK THAT TRUST IN THIS COMMUNITY IS WHAT WE WANT.

>> MR. CHAIR?

>> Cooper: I'M SORRY, I HAVE MEMBER MITCHELL NEXT AND I HAVE A QUESTION FOR PRESIDENT CLARKE.

>> THANK YOU, CHAIRMAN.

FROM WHAT I HAVE BEEN HEARING HERE IS THAT EVERYONE

>> THANK YOU.

EVERYBODY IS SAYING THE PROCESS IS PROCEEDING ALONG, AND IT'S PROCEEDING ALONG WELL, BUT WE WANT TO MAKE SURE THAT WE HAVE THE INPUT OF ALL INTERESTED PARTIES AND ORGANIZATIONS TO ENSURE THE SYSTEM THAT IS SET UP IS -- I DON'T KNOW WHAT THE RIGHT WORD IS, STATE-OF-THE-ART.

BUT ADDRESSES THE NEEDS OF OUR COMMUNITY AS THEY PRESENTLY EXIST.

AND SO TO THE EXTENT WE NEED TO ADD LANGUAGE THAT WOULD SAY YES, WE ARE GOING TO INCLUDE THESE PEOPLE IN THIS PROCESS AS WE TALK TO OUR CONSULTANTS, GET FEEDBACK FROM OUR CUSTOMERS, TALK TO OUR EMPLOYEES, THESE CONSIDERATIONS WILL ALSO BE VALUED AND CONSIDERED.

THEN I WOULD BE IN SUPPORT OF US MOVING FORWARD.

>> I'VE GOT A QUESTION FOR PRESIDENT CLARK, THEN I HAVE MEMBER STRATTON AND MEMBER POOL -- TWO QUESTIONS.

CAN YOU, PRESIDENT CLARK, SPEAK TO MEMBERSHIP ON THE CAPITAL METRO DIVERSITY, EQUITY, AND INCLUSION COUNCIL, AND THEN SECONDLY, WHEN WE SAY CapMetro ADVISORY COMMITTEES, WOULD THAT INCLUDE THE TO BE FORMED?

>> IF I CAN, CHAIR, I'LL TAKE THE LATTER FIRST.

SO, YES, TO BE ENGAGED WOULD BE THE NEW CapMetro PUBLIC SAFETY COMMITTEE THAT YOU ALL WOULD APPROVE A CHARTER AND APPROVE OF THOSE MEMBERS, SO THEY WOULD BE YOUR MEMBERS THAT ARE REPRESENTING YOU APPROVING THOSE DOCUMENTS.

TO THE FIRST, I DON'T HAVE THE ROSTER IN FRONT OF ME, BUT MANY OF THE INDIVIDUALS THAT HAVE BEEN NAMED TODAY, ORGANIZATIONS, ARE ON THAT DE&I COUNCIL.

ASHLEY MAY HAVE THE ABILITY TO MENTION SOME OF THOSE, BUT I'M VERY CONFIDENT THAT MOST OF THE GROUPS THAT HAVE BEEN -- SPOKEN TODAY ARE REPRESENTED IN THE DE&I COUNCIL, AND IF NOT, WE WELCOME THE MORE PARTICIPATION IN THE COUNCIL.

IF ASHLEY IS ABLE TO READ THAT, I WOULD DEFER IF SHE HAS THAT AVAILABLE.

>> GO AHEAD.

>> I AM LOOKING TO PULL UP THE LIST OF OUR COMMITTEE MEMBERS.

GIVE ME ONE SECOND.

>> CHAIRMAN COOPER?

>> GARDNER.

>> THERE WAS A QUESTION POSED EARLIER.

I'D LIKE TO PROVIDE THE ANSWER.

A LIST OF THOSE WHO HAD BEEN ENGAGED.

>> GO AHEAD, WHILE --

>> THANK YOU, SIR.

SO, THE AUSTIN AREA URBAN LEAGUE, AUSTIN NAACP, AUSTIN JUSTICE COALITION, BAPTIST MINISTER UNION, THE MAYOR OF MANOR, AND HUSTON-TILLOTSON, DE&I COMMITTEE.

>> ASHLEY, WERE YOU ABLE TO FIND THE LIST?

>> YES.

>> THANK YOU.

SO, OUR DE&I COMMITTEE IS AZAR, DIRECTOR OF PLANNING OUR COMMUNITIES, KATHLEEN ARITHER, AWAITING TITLE ON VOICE OF CENTRAL TEXAS, DAWN BERNESIDE, SENIOR DIRECTOR OF SOCIAL JUSTICE AND RACIAL TECH, CHARLES, PRESIDENT OF JUMP ON IT, AUDREY, WHO IS A PUMA BOARD MEMBER AND COMMUNITY MEMBER, ACCESS COMMITTEE.

QUINCY DUNLAP, PRESIDENT AND CEO OF THE AUSTIN URBAN LEAGUE, GAVINO, PRESIDENT AND CEO OF LEAGUE OF LATIN AMERICAN CITIZENS, LULAC, NELSON, PRESIDENT OF THE NAACP AUSTIN BRANCH, MICHAEL, PRESIDENT AND CEO AND FOUNDER OF THE AFRICAN AMERICAN YOUTH HARVEST FOUNDATION, MARTINEZ, A BOARD MEMBER FOR THE AUSTIN GAY AND LESBIAN CHAMBER, CEO OF THE CYBER WAR FIGHTERS, HANNAH, PROGRAM AND EVENTS COORDINATOR FOR THE GREATER AUSTIN ASIAN CHAMBER, BJ TAYLOR, VICE CHAIR FOR CUSTOMER SATISFACTION ADVISORY COMMITTEE, JELINA, PROGRAM COORDINATOR FOR COMMUNITY ACTION NETWORK, MEG, PROGRAM DIRECTOR FOR ASPIRE TO AGE, MITZY WRIGHT, DIRECTOR FOR THE COLONY PARK ASSOCIATION, RICHARD ZAVALA, DOVE SPRINGS CROWD, AND LAURA, EXECUTIVE DIRECTOR OF THE FINANCIAL LITERACY COALITION OF CENTRAL TEXAS.

>> THANK YOU, ASHLEY.

I'VE GOT MEMBER STRATTON, POOL, ROSS, AND THEN I'VE GOT A COMMENT.

MEMBER STRATTON.

>> THANK YOU, MR. CHAIRMAN.

I WAS GOING -- AS VICE CHAIR TRAVILLION WAS TALKING, I HAD AN A-HA MOMENT LISTENING IN PARTICULAR TO WHAT HE WAS SAYING AND POSITING WHAT EVERYBODY ELSE HAD BEEN THINKING ABOUT.

WHAT IF WE TOOK UNDER RESOLVED ACTION ITEM NUMBER 2, WHERE IT SAYS ENGAGE THE CAPITAL METRO ADVISORY COMMITTEES TO ADVISE STAFF ON ASPECTS OF THE ESTABLISHMENT, OF THE TRANSIT POLICE, WHAT IF WE INSERTED THE WORD COMMUNITY SUCH THAT IT SAID ENGAGE THE COMMUNITY COMMA, CAPITAL METRO DIVERSITY, EQUITY, AND INCLUSION COUNCIL, WOULD THAT KIND OF BRING TOGETHER WHAT EVERYBODY IS SAYING AND MOVE THE BALL FORWARD A LITTLE BIT?

IF SUCH AN AMENDMENT WERE OFFERED?

>> THANKS FOR THAT.

LET ME MOVE DOWN THE LIST.

>> I'M NOT PUTTING IT FORWARD.

I AM POSITING A QUESTION FOR CONSIDERATION.

CHEW ON IT.

>> THANK YOU.

>> DO WITH IT AS YOU WILL.

>> MEMBER POOL?

>> THANK YOU FOR READING THE LIST OF THE VARIOUS GROUPS THAT WERE PART OF THE DISCUSSION OVER THE LAST 18 MONTHS.

I KNOW FROM THE COUPLE/THREE BRIEFINGS I'VE HAD THAT HAVE BEEN INCLUSIVE, THAT WAS SOME OF WHAT I WAS ASKING.

INCLUDING HOW CAN WE PRESENT THIS NEW INITIATIVE APPROPRIATELY IN OUR COMMUNITY GIVEN THE CONTEXT THAT WE ARE LIVING IN AT THIS TIME.

AND I FELT VERY CONFIDENT THAT THE WORK THAT MR. GARDNER AND THE STAFF ARE DOING, THAT THEY WILL GET IN THERE AND DECLARE ACKNOWLEDGMENT OF THE CONCERNS THAT THE COMMUNITY HAS VOICED FOR THE LAST YEAR PLUS WITH REGARD TO HOW WE MANAGE CONCERNS WHICH RAISE PERSONAL SAFETY ISSUES FOR OUR RIDERSHIP, AND THEN ON THE OTHER SIDE, PEOPLE WHO HAVE BEEN FREQUENTLY TARGETED FOR REASONS THAT DON'T RELATE TO THEIR POSITIONS.

SO IT'S A BALANCE THAT WE HAVE TO BRING TO THE COMMUNITY.

WE HAVE TO LAY THAT ON THE TABLE WITH THIS DISCUSSION TO ASSURE PEOPLE LISTENING THAT WE UNDERSTAND THAT AND THAT THIS WORK HERE, THE AMBASSADORS-TYPE APPROACH -- THAT WAS A QUESTION I ASKED.

CAN WE CALL THESE OFFICIALS SOMETHING OTHER THAN POLICE.

AND THAT QUESTION WAS ASKED TODAY.

THE ANSWER IS NO, THEY HAVE TO BE CALLED THAT IN ORDER TO HAVE SOME OF THE AUTHORITIES THAT THEY WILL NEED TO HAVE.

BUT IT'S THE TRAINING THAT GOES INTO THIS THAT MAKES ALL THE DIFFERENCE.

WE EXPLORED THAT AND I CAME AWARE ASSURED AND CONFIDENT THAT CapMetro IS CLEAR ON THE CONCEPTS.

SO I THINK MEMBER STRATTON, ROW HAD OFFERED TO PUT SPECIFIC MENTION OF COMMUNITY STAKEHOLDERS.

THAT TRACKS WITH WHAT I WAS HOPING WE COULD DO AND I WOULD BE HAPPY TO SECOND THAT AMENDMENT TO VICE CHAIR TRAVILLION'S AMENDMENT TO THE MAIN MOTION.

[LAUGHING]

>> RIGHT?

BUT I AM HEARING EVERYTHING THAT THE GOOD FOLKS WHO ARE CALLING IN ARE ASKING.

I ASKED THOSE SAME QUESTIONS MYSELF.

WE HAVE A LOT OF WORK AHEAD OF US IN THIS REGARD.

BUT THE POINT IS WE DO HAVE THAT WORK AHEAD OF US.

THAT WORK HAS NOT YET BEEN COMPLETED.

WE'RE AT THE OPENING STAGES.

AND THAT IS WHY I AM CONFIDENT IN THE PLAN AND WILLING TO VOTE TO MOVE THIS FORWARD TODAY.

>> THANK YOU, MEMBER POOL.

MEMBER KITCHEN.

>> Kitchen: I HAVE A QUESTION AND THEN A COMMENT.

FIRST MY QUESTION ABOUT THE DEI COMMITTEE OR COUNCIL, SORRY.

IS THAT COUNCIL PUBLIC IN THE SENSE THAT PEOPLE KNOW WHEN THE MEETINGS ARE AND THEY CAN WATCH IT?

RANDY --

>> I'LL HANDLE THAT ONE FOR YOU.

I CAN GET YOU THAT SPECIFIC INFORMATION, BOARD MEMBER KITCHEN.

I BELIEVE THAT IS NOT THE CASE, THE WAY JACKIE IS RUNNING THAT WITH COMMUNITY MEMBERS.

I THINK THE CONCEPT IS THAT COMMUNITY MEMBERS HAVE A FORM THAT IS OPEN SO THEY CAN HAVE A FRANK, OPEN CONVERSATION ABOUT TOPICS.

I BELIEVE THAT WAS THE STRUCTURE OF HOW THAT GROUP NOT ONLY WAS STRUCTURED, BUT THEY WANT TO OPERATE.

WE NEED CONFIRMATION ON THAT.

>> I'D LIKE THAT.

I HAVE NO IDEA WHEN THEY HAPPEN.

SO, THAT'S A QUESTION.

SECOND, HERE'S MY COMMENT.

I THINK -- I AGREE WITH WHAT EVERYONE IS SAYING ABOUT THE VALUE OF MOVING FORWARD WITH THIS.

BUT I AM ALSO VERY CONCERNED AND CAUTIONED BY THE WORDS OF VICE CHAIR TRAVILLION.

THIS IS ABOUT PUBLIC [INAUDIBLE].

AND I THINK IN A TIME WHEN WE ARE PART OF A LARGE COMMUNITY-WIDE EFFORT TO BUILD AN AMAZING TRANSIT SYSTEM THAT WE SHOULD BENDING OVER BACKWARDS TO BUILD TRUST AND RESPECT THE VOICES OF THE COMMUNITY.

WE KNOW, AND WE KNOW THAT YOU GUYS HAVE BEEN REACHING OUT TO PEOPLE AND WE KNOW THAT YOU TALKED TO DEI, BUT OBVIOUSLY THERE'S A QUESTION.

WE HAD -- WHAT WAS IT, FOUR OR FIVE MAJOR COMMUNITY GROUPS ARE ASKING US FOR A BIT MORE TIME.

THAT TELLS ME THAT NO MATTER HOW MUCH COMMUNITY ENGAGEMENT IS DONE, THAT TELLS ME THAT THERE'S STILL QUESTIONS.

THEY DID NOT TESTIFY AND SAY WE HATE WHAT YOU'RE DOING.

THEY DID NOT SAY . . . I MEAN, THEY SAID OUT OF RESPECT FOR THEM, GIVE US A LITTLE MORE TIME.

THAT'S WHAT THEY ASKED FOR.

AND TO MY MIND, I AM NOT HEARING ANYTHING THAT TELLS ME WHY IT MAKES ANY DIFFERENCE WHETHER WE VOTE FOR THIS TODAY OR WE VOTE FOR THIS IN A FEW WEEKS.

OUR STAFF HAS BEEN ABLE TO TAKE THE ACTION SO FAR.

I'M NOT ASKING THEM TO STOP.

I'M NOT AWARE THAT THEY NEED OUR AUTHORITY THIS DAY TO CONTINUE THAT ACTION.

I JUST THINK THAT -- I JUST REALLY THINK THAT RESPECTING OUR COMMUNITY VOICES IS IMPORTANT TO TRUST.

AND WHEN GROUPS STAND UP -- WHEN THIS MANY GROUPS STAND UP AND SAY -- AND I WROTE DOWN THE LIST.

WHEN THIS MANY GROUPS STAND UP AND SAY WE HEAR THAT THEY'RE PART OF THE DE&I COUNCIL, OBVIOUSLY WHATEVER HAPPENED IN FRONT OF THE DE&I COUNCIL WAS NOT SUFFICIENT TO ANSWER THEIR QUESTIONS.

I DON'T THINK THEY MADE UP THAT THEY HAD QUESTIONS.

I HEAR WHAT EVERYBODY IS SAYING.

I KNOW IT'S IMPORTANT TO PROCEED.

I RESPECT THE WORK THAT THE STAFF HAS BEEN DOING.

I THINK IT'S IMPORTANT WORK.

BUT I DON'T SEE THE DOWNSIDE OF HEARING THE PUBLIC AND SAYING TO THEM YES, WE HEAR YOU.

AND YES, WE WILL GIVE YOU THE GRACE OF A FEW MORE WEEKS.

>> THANK YOU.

MEMBER ROSS.

>> FROM THE LISTS THAT WERE READ OUT OF ALL THE PEOPLE THAT HAVE BEEN INVOLVED IN THIS PROCESS THUS FAR, I DON'T HAVE A PROBLEM PROVING THIS FORWARD.

I THINK IT WOULD BE A GOOD IDEA FOR US TO REACH OUT TO THOSE GROUPS AND TO SEE ABOUT ANSWERING SOME QUESTIONS AND THAT SORT OF THING AND HAVING A CONVERSATION.

BUT I THINK THERE'S ALWAYS GOING TO BE SOMEBODY THAT WISHES THAT THEY HAD MADE A COMMENT, BECAUSE THE DECISION ISN'T IN THE DIRECTION THEY WANT IT TO BE IN.

IT'S A WAY OF KICKING THE CAN DOWN THE ROAD, SO IN EFFORT OF MOVING THIS PROJECT FORWARD, I WOULD BE MORE IN FAVOR TO MOVE IT FORWARD AND TRY TO REACH OUT AND COMMUNICATE WITH THOSE GROUPS FOR ANY DECISIONS OR MAYBE IT'S JUST A CLARIFICATION.

AND THEN, MAYBE IT'S OKAY, BUT I DON'T WANT TO GET INTO HAVING TO TOUCH BASE WITH SPECIFIC GROUPS ON SPECIFIC ITEMS.

THAT'S A REALLY BAD PRECEDENT TO SET.

>> THANK YOU, MEMBER ROSS.

I HAVE A COMMENT AND THEN I WANT TO INVITE ASHLEY TO GIVE US SOME LANGUAGE I KNOW SHE HAS BEEN TRYING TO GET THAT MIGHT TOUCH SOME OF THESE SPACES.

MY COMMENT IS IN RESPONSE TO MEMBER KITCHEN, I THINK WE HAVE AN IMPERATIVE AS A BOARD TO DO EVERYTHING WE CAN AS QUICKLY AS WE CAN TO PROTECT OUR FRONT LINE PERSONNEL.

AND WE'VE KNOWN FOR SOME TIME THAT WE HAVE PUT THEM IN HARM'S WAY IN MANY RESPECTS.

AND WE HEARD TODAY THE FIRST SPEAKER WE HAD IN OPEN COMMENT WAS FROM BRENT AND ATU SAYING THEY'RE ENDORSING THIS.

AND WE HEARD INSTANCES IN THE PAST WHERE OUR BUS DRIVERS IN PARTICULAR HAVE BEEN SUBJECTED TO THINGS THAT NO EMPLOYEE AND NO PUBLIC SERVANT SHOULD HAVE TO DEAL WITH.

SO, I AM IN FAVOR OF MOVING THIS ALONG.

I'M CERTAINLY COMFORTABLE WITH MEMBER STRATTON'S ADDITION.

I'M ALSO COMFORTABLE THAT THE PROCESS WE HAVE IN PLACE WILL GIVE US THE FEEDBACK THAT WE NEED AND THAT WE AS A BOARD DO NOT SURRENDER OUR ULTIMATE AUTHORITY TO GOVERN THIS.

BUT I THINK ASHLEY HAD WORKED ON SOME LANGUAGE THAT MIGHT TRY TO GET US ALL IN A PLACE, SO I'LL INVITE HER TO SHARE THAT.

THEN MEMBER KITCHEN, I HAVE YOU.

>> ASHLEY?

>> ASHLEY, PLEASE.

>> LOOKING AT THE SECOND BULLET POINT, IT COULD READ ENGAGE THE CapMetro DIVERSITY, EQUITY, AND INCLUSION COUNCIL, CapMetro BOARD ADVISORY COMMITTEES, AND THEN INSERT MEMBERS OF THE COMMUNITY, COMMUNITY STAKEHOLDER GROUPS, AND CAPITAL METRO STAFF TO ADVISE ON ASPECTS OF THE ESTABLISHMENT OF THE CAPITAL METRO TRANSIT POLICE.

>> THANK YOU, ASHLEY.

MEMBER KITCHEN?

>> SURE.

>> I THINK THAT THAT IS GOOD LANGUAGE.

I'D LIKE TO SUGGEST -- I THINK IT'S ITEM NUMBER FOUR ABOUT THE CREATION OF THE PUBLIC SAFETY ADVISORY COMMITTEE THAT WE PUT A DATE ON THAT.

I THINK THAT WOULD PROVIDE SOME ASSURANCE TO THE PUBLIC THAT THIS COMMITTEE IS DOING TO BE FORMED IN A TIME PERIOD THAT THEY CAN PARTICIPATE.

SO I WOULD ASK PRESIDENT CLARK WHAT HE THINKS APPROPRIATE THERE.

BUT MY INITIAL THOUGHT, WOULD IT BE POSSIBLE -- WHAT I'M UNDERSTANDING NUMBER 4 TO MEAN IS TO DEVELOP A CHARTER AND AN APPOINTMENT PROCESS TO BE BROUGHT BACK TO THE BOARD FOR APPROVAL.

DO YOU THINK YOU ALL COULD DO THAT AT LEAST BY THE END OF OCTOBER, OR PERHAPS SOONER?

>> I THINK THERE'S A BALANCE OF MAKING SURE WE ENGAGE THE ADVISORY COMMITTEES.

WE WANT TO GET THIS RIGHT.

BUT STAFF WILL COMMIT THE EFFORT NEEDED AND TODAY'S ACTION IS HELPFUL, BECAUSE WE CAN BRING ON OUR CONSULTANT TO HELP FORMULATE SOME OF THAT STUFF AS WELL.

WE WILL ENDEAVOR TO BRING THIS BACK BY THE END OF OCTOBER IF THAT IS THE BOARD'S DIRECTION.

THAT GIVES US THE APPROPRIATE AMOUNT OF TIME TO ENGAGE THOSE, MAKE A PUBLIC VIRTUAL MEETING SCENARIO, AND GET THE APPROPRIATE TECHNICAL SKILL SET ON BOARD, AND THEN MEET WITH ALL OF YOU INDIVIDUALLY AS WELL.

WE CAN WORK TOWARDS THAT.

>> SO THEN MY OTHER QUESTION IS -- SO, I THINK THAT THAT LANGUAGE THAT ASHLEY READ OUT, AND ALSO WITH THE TIME THAT YOU'RE TALKING ABOUT, MR. CLARKE, I THINK THAT WOULD BE HELPFUL.

I DIDN'T FINISH ASKING MY QUESTIONS BEFORE, I APOLOGIZE.

ON THE WAY DEI COUNCIL WORKS, DID THEY ACTUALLY TAKE A VOTE OR HOW DID THEY EXPRESS THEIR THOUGHTS ON -- AND THE REASON I'M ASKING THAT IS BECAUSE I HEAR US SAYING THAT WE CONSULTED WITH THE COMMUNITY.

I HEAR THAT, AND I ALSO HEAR THE COMMUNITY SAYING THAT THEY HAVE CONCERNS.

IT WILL HELP US UNDERSTAND THE PROCESS, IF I COULD UNDERSTAND THE COUNCIL.

IT MAY NOT BE SET UP TO DO THIS, BUT IF THAT COUNCIL OPERATES IN A WAY TO PROVIDE SOME KIND OF FORMAL RECOMMENDATIONS OR APPROVAL TO THE STAFF.

DO THEY DO THAT?

HOW DO THEY PROVIDE INPUT?

>> IT'S AN ENGAGEMENT PROCESS, BOARD MEMBER, BUT THERE'S NO FORMAL ACTION ASPECT RELATED TO THAT.

THE IDEA IS WE WANT TO FORM IT PROACTIVELY TO GO TOWARDS OUR VALUES AS AN ORGANIZATION.

THERE'S AN INTERNAL PART AND AN EXTERNAL PART.

AND WITH OUR DIRECTOR OF DE&I, JACQUELINE EVANS, THE IDEA IS TO TAKE THAT FORWARD.

APTA JUST ANNOUNCED A NEW DE&I PROCESS FOR THE TRANSIT INDUSTRY AND WE'RE GOING TO BE JUMPING IN ONE OF THE EARLY AGENCIES AND GETTING ON THAT, WHICH I THINK JACQUELINE WILL COME BACK TO THE BOARD TO TALK ABOUT.

>> LAST, THIS IS A LITTLE BIT OFF-TOPIC, BUT FOR ME TO UNDERSTAND WHAT THE DEI COUNCIL IS ACTUALLY DOING, I WOULD LIKE TO HAVE SOME MECHANISM TO SEE WHAT THEIR COMMENTS ARE, SINCE I DON'T KNOW WHEN THEIR MEETINGS ARE AND AS YOU EXPLAINED EARLIER, THEY'RE NOT OPERATING IN A WAY THAT THE PUBLIC CAN SEE.

I JUST NEED TO HAVE AN UNDERSTANDING OF HOW I CAN SEE WHAT THEIR COMMENTS ARE.

YOU DON'T HAVE TO ANSWER THAT RIGHT NOW, BUT IF YOU COULD LET ME KNOW HOW I CAN UNDERSTAND THEIR COMMENTS.

I KNOW WE CONSULTED THEM ON THIS, BUT I DON'T KNOW WHAT THEY SAID.

>> SURE.

WE WILL WORK ON BETTER ENCAPSULATING WHAT HAPPENS AT THAT COUNCIL MEETING IN A WAY THAT THOSE MEMBERS ARE APPROPRIATELY OKAY WITH TO GET BACK TO THE BOARD.

THANK YOU.

WE'LL TAKE THAT AS AN ITEM TO FOLLOW UP ON.

>> MEMBER STRATTON.

>> YES, MR. CHAIRMAN, I PROPOSE TO AMEND THE RESOLUTION WHERE IT SAYS PRESIDENT AND CEO IS DIRECTED TO, AMEND ACTION ITEM NUMBER 2 TO READ -- ASHLEY, HELP ME OUT -- ENGAGE THE CAPITAL METRO DIVERSITY, EQUITY, AND INCLUSION COUNCIL, AND CAPITAL METRO ADVISORY COMMITTEES.

ASHLEY.

>> MEMBERS OF THE COMMUNITY, COMMUNITY STAKEHOLDER GROUPS AND CAPITAL METRO STAFF.

INSERTING THAT LANGUAGE.

TO ADVISE ON ASPECTS OF THE ESTABLISHMENT OF THE CAPITAL METRO TRANSIT POLICE NECESSARY POLICIES.

>> I ACCEPT THAT AS FRIENDLY, MR. CHAIR.

>> VERY WELL.

SO WE HAVE A FRIENDLY AMENDMENT BY THE PROPONENT AND AGREEABLE TO THE PROPONENT AND TO THE SECOND.

SO THAT WILL BECOME OUR MOTION.

MEMBER KITCHEN?

>> YOU'RE MUTED.

>> DID YOU INCLUDE THE DEADLINE FOR NUMBER 4 OR TARGET DATE FOR NUMBER 4 TO BRING THAT BACK BY THE END OF OCTOBER TO THE BOARD?

>> YES.

>> I WOULD LIKE TO ADD A FRIENDLY AMENDMENT TO INCLUDE TO THE END OF NUMBER 4.

MAYBE SOMEONE CAN HELP ME -- TO BE BROUGHT TO THE CAPITAL METRO BOARD FOR APPROVAL AND APPOINTMENTS BY OCTOBER 31st, I THINK IS WHAT WE WERE SAYING.

DID I GET THAT RIGHT, PRESIDENT CLARK?

>> JUST TO BE CLEAR, I WAS BEING RESPONSIVE, BOARD MEMBER, TO THE CHARTER PART.

>> OH, OKAY.

THAT'S FINE.

>> THE APPOINTMENT I WOULD RECOMMEND THAT WE DON'T SET A DATE OF OCTOBER.

I DON'T THINK THAT WOULD BE POSSIBLE.

>> SO THE CHARTER AND ADVISER APPOINTMENT PROCESS TO BE BROUGHT TO THE CAPITAL METRO BOARD BY OCTOBER 31st FOR APPROVAL.

>> MEMBER IS STRATTON, IS THAT ACCEPTABLE?

>> YEAH, NO.

I HATE TO DO THIS, BUT THE ONLY DATE THAT WE ACTUALLY HAVE IN THE CURRENT RESOLUTION IS THE CEO SHALL REPORT BACK AT A BOARD MEETING IN EARLY '22.

MY CONCERN IS THAT IF WE PUT A DATE ON THIS THING, WE COULD BE TYING OR BINDING THE OPPORTUNITY FOR COMMUNITY INVOLVEMENT AND THE STAFF'S ABILITY TO DO THINGS.

I'D LIKE TO LEAVE THIS WITH THE FLEXIBILITY KNOWING THAT WE ARE GIVING STAFF THE GUIDANCE TO ENGAGE THE COMMUNITY AND THE COMMUNITY KNOWS THAT IS GOING TO HAPPEN.

WE WANT TO SPLIT THE QUESTION, THEN.

>> THE REASON I'M MAKING IT IS THIS IS A TRUST FACTOR WITH THE COMMUNITY, BECAUSE WITHOUT SOME KIND OF DAY -- ALL I'M DOING IS CAPTURING THE INTENT.

WITHOUT SOME KIND OF DATE, YOU COULD MAKE ALL THE DECISIONS ABOUT HOW THIS FUNCTION WILL BE SET UP AND THEN APPOINT YOUR COMMITTEE AFTER THAT.

AND IF I AM SOMEONE IN THE COMMUNITY, I DON'T HAVE ANY ASSURANCE OF THE INTENT BECAUSE THE WORDS THAT WE'RE ALL SPEAKING ARE ALL FINE AND GOOD, AND I TRUST WHAT YOU ALL INTEND.

BUT IF I AM SOMEONE SITTING IN THE COMMUNITY I HAVE NO WAY OF KNOWING IF THAT WILL ACTUALLY HAPPEN.

AND IT'S WHY WE PUT EVERYTHING -- THINGS IN WRITING IN THE FIRST PLACE.

SO I THINK -- I WOULD BE VERY CONCERNED AND I'M NOT SURE LEAVING IT OPEN-ENDED REALLY IS HELPFUL.

>> MEMBER STRATTON.

>> MR. CHAIR, IF I MAY, I WOULD SAY I BELIEVE THAT THE RESOLUTION DOES HAVE THE INFORMATION THAT TALKS ABOUT THE ADVISORY COMMITTEE AND IT SAYS BASED ON THE TIMELINE AND STRUCTURE, THINGS CAN'T HAPPEN WITH MOVING ON WITH THE POLICE DEPARTMENT UNTIL THE COMMITTEE IS CHARTERED AND APPOINTED.

>> WHERE DOES IT SAY THAT?

>> BECAUSE IT DOES SAY THAT TO ADVISE STAFF ON ASPECTS OF THE ESTABLISHMENT OF THE Cap-Metro TRANSIT POLICE NECESSARY POLICIES.

THAT'S IN ITEM 2.

AND THEN IT SAYS DEVELOP THE PUBLIC SAFETY ADVISORY COMMITTEE CHARTER, AND ADVISE PROCESS TO BE BROUGHT BEFORE THE BOARD FOR APPROVAL AND APPOINTMENTS, AND FIVE, DEVELOP THE TRAINING PROGRAM FOR MEMBERS OF THE TRANSIT POLICE WITH INPUT FROM INDUSTRY BEST PRACTICES AND THE PUBLIC SAFETY ADVISORY COMMITTEE THAT SHALL INCLUDE INITIAL AND CONTINUOUS TRAINING.

YOU CAN'T HAVE THE POLICIES UNTIL YOU HAVE THE PUBLIC SAFETY ADVISORY COMMITTEE, BUT I WOULD SUBMIT THAT YOU WERE PROPOSING IT AS FRIENDLY.

IT'S NOT FRIENDLY.

WE NEED TO DIVIDE THE QUESTION.

JEFF AND I HAVE AGREED TO THE AMENDMENT ON THE FLOOR, WHICH IS IS TO PUT THE LANGUAGE ON ABOUT THE STAKEHOLDERS.

WE NEED TO VOTE ON THAT.

THEN ANN CAN PUT FORTH THE TIMELINE ON THE ADVISORY COMMITTEE IF SHE WANTS TO AS A SEPARATE AMENDMENT.

>> I DON'T THINK THAT'S HOW IT WORKS.

I THINK I PROPOSE AN AMENDMENT RIGHT NOW AND I'M LOOKING FOR A SECOND.

IF IT'S NOT ACCEPTED, WE HAVE TO VOTE MY AMENDMENT FIRST.

>> ANN?

WHERE I HAVE US IS WE HAVE A FRIENDLY AMENDMENT THAT WAS APPROVED BY BOTH THE PROPOSER AND THE SECOND.

THAT'S WHERE WE STAND RIGHT NOW.

>> WELL, THEN I MAKE AN AMENDMENT TO THE AMENDMENT WITH THE LANGUAGE THAT I SUGGESTED EARLIER.

>> THIS WOULD BE AN AMENDMENT TO THE MAIN MOTION.

IS THERE A SECOND TO THE AMENDMENT TO THE MAIN MOTION?

MEMBER POOL?

THERE'S A SECOND TO ADD ANN'S LANGUAGE ON ITEM 4.

ANY DISCUSSION OF THAT?

>> COULD YOU REPEAT THE AMENDMENT TO THE AMENDMENT TO THE FIRST AMENDMENT?

[LAUGHING]

>> OKAY.

I'LL REPEAT IT.

>> JUST FOR CLARIFICATION PURPOSES, WE HAVE A MOTION THAT HAS BEEN BY FRIENDLY AMENDMENT AMENDED WITH ASHLEY'S LANGUAGE.

SO WE HAVE A MAIN MOTION AND WE NOW HAVE A MOTION TO AMEND THE MAIN MOTION TO ADD A DATE ON ITEM 4.

SO MEMBER KITCHEN, IF YOU WANT TO SPELL OUT WHAT YOUR AMENDMENT TO THE MAIN MOTION IS.

>> OKAY.

AND PRESIDENT CLARKE, I THINK I'M CAPTURING WHAT YOU AND I JUST TALKED ABOUT.

BUT IT WOULD SAY -- LET'S SEE.

DEVELOP A PUBLIC SAFETY ADVISORY COMMITTEE CHARTER AND ADVISER APPOINTMENT PROCESS TO BE BROUGHT TO THE CAPITAL METRO -- TO BE BROUGHT TO THE CAPITAL METRO BOARD BY OCTOBER 31ST FOR APPROVAL.

IS THAT RIGHT?

I THINK THAT CAPTURES IT.

>> IF THE BOARD ADOPTS THAT, YES, WE WILL DO THAT.

>> OKAY.

I HOPE THAT ANSWERED THE QUESTION.

IT'S ADDING THE LANGUAGE ON THE END OF NUMBER 4.

>> THAT'S THE MOTION.

IT'S BEEN SECONDED.

IT'S A MOTION TO AMEND THE MAIN MOTION.

IT'S BEEN MOVED AND SECONDED.

>> LET ME ASK --

>> IS THIS PERTAINING TO THE PROPOSED AMENDMENT?

>> YES.

I'M ASKING THIS.

LET'S SEE.

RANDY, YOU'RE SAYING THAT IF THE LANGUAGE IS ADDED IT IS ACHIEVABLE, OR ARE YOU SAYING -- OR ARE WE SAYING YOU WOULD PROVIDE A STATUS FOR US ANYWAY?

I'M TRYING -- I DON'T KNOW THAT THIS IS GIVING ME ANYTHING I DON'T HAVE ALREADY.

MY EXPECTATION IS EVERY TIME WE MEET I HAVE A STATUS ON WHERE WE ARE IN THIS PROCESS.

IS THIS GIVING ME SOMETHING OTHER THAN THAT?

>> I -- WHAT I'M COMMITTING IS IF THE BOARD ADOPTS -- FOR NUMBER -- SORRY, I'VE LOST WHAT NUMBER WE'RE AT HERE.

>> 4.

>> TO SAY HAVE THAT PARTICULAR ACTION WHICH IS BASICALLY HAVE THE CHARTER DONE FOR YOUR APPROVAL, WE WILL HAVE THAT DONE -- BROUGHT TO YOU BY THE END OF OCTOBER.

WE WILL NOT OBVIOUSLY HAVE APPOINTMENTS READY AND THOSE TYPES OF THINGS, BUT STEP TWO AFTER STEP ONE.

AND YOUR QUESTION, BOARD MEMBER, YES, WE PLAN ON BRINGING BACK UPDATES PROBABLY ON A MONTHLY, OR CERTAINLY EVERY OTHER MONTH BASIS RELATED TO THIS PROGRAM.

>> UNDER THAT SCENARIO, MR. CHAIR, MAYBE THIS ITEM RATHER THAN BEING A COMPETING ITEM MAYBE CONSIDERED A COMPLEMENTARY ITEM THAT MAYBE THE MAKER OF THE MOTION WOULD RECONSIDER AS FRIENDLY.

[LAUGHING]

>> RATHER THAN UNRAVELING EVERYTHING, IF WE ADD THIS AS FRIENDLY, THEN WE WOULD GET ALL OF THE THINGS THAT WERE SOUGHT ACHIEVED AT ONCE.

>> THE MAKER DID NOT ACCEPT IT AS FRIENDLY.

WE'RE ON THE MOTION TO AMEND THE MAIN MOTION.

>> I DON'T -- BUT I WANT TO BE SURE THAT VOTING ON THIS DOES NOT REPLACE THE LANGUAGE.

IT IS NOT COMPETING.

>> THIS WOULD NOT REPLACE THE LANGUAGE THAT ASHLEY DRAFTED AND THAT YOU AND MEMBER STRATTON ACCEPTED AS THE MAIN MOTION.

>> REPLACE IT, I'M FINE.

>> THIS IS AN AMENDMENT TO IT.

AND WE'RE VOTING -- THE NEXT VOTE WILL BE ON THIS AMENDMENT TO THE MAIN MOTION.

WE WILL THEN HAVE TO VOTE ON THE MAIN MOTION, EITHER AMENDED OR NOT AMENDED.

>> OKAY.

I'M GOOD.

>> VERY GOOD.

MEMBER KITCHEN?

>> AS I READ THIS, WHAT THIS MOTION DOES IS JUST GIVES US SOME CERTAINTY ON OUR PROCESS FOR GETTING THE PUBLIC SAFETY ADVISORY COMMITTEE CREATED.

SO IT CAN'T BE CREATED UNTIL THE CHARTER AND THE APPOINTMENT PROCESS ARE BROUGHT BACK TO US FOR APPROVAL.

SO IT SIMPLY IS A STATEMENT TO THE PUBLIC, SIMPLY PUTTING IN WRITING, WHICH I THINK IS A TRUST ISSUE, THAT'S IMPORTANT FOR THE PUBLIC, WHAT PRESIDENT CLARKE SAYS THAT HE CAN DO, WHICH IS TO BRING US BACK FOR THE BOARD APPROVAL AT THE END OF OCTOBER.

>> CALL THE QUESTION.

>> I'M SORRY, I HAVE A QUICK COMMENT, WHICH IS THIS.

I THINK MEMBER TRAVILLION SAID IT RIGHT AT THE BEGINNING, WHICH IS I DON'T THINK THIS AMENDMENT TO THE MAIN MOTION DOES ANYTHING ADDITIVE.

I THINK WE -- THAT WILL GET APPROVED IN DUE COURSE AS WE GO THROUGH THIS PROCESS, IF WE HIT A HICCUP, THEN IT MEANS THE WHOLE THING -- THE WHOLE TIMELINE WE HAVE A HICCUP.

SO I'D BE A PROPONENT OF REJECTING THIS AMENDMENT, AND APPROVING THE MOTION THAT MEMBER STRATTON PUT BEFORE THE COURT.

MEMBER STRATTON.

>> I JUST WANTED TO CLARIFY WHAT THE ACTUAL AMENDMENT LANGUAGE IS AT THIS POINT IN TIME.

>> IT WAS TO ITEM 4 TO ADD A DEADLINE.

>> WHERE IS THE VERBIAGE ITSELF?

WHERE IS IT GOING TO GO?

>> ANN?

>> THE DATE IS MODIFYING THE CHARTER AND APPOINTMENT PROCESS, SO WHETHER THAT CLAUSE GOES AFTER CHARTER ADVISORY PROCESS BY OCTOBER 31st.

OR WHERE EXACTLY IT GOES.

I DON'T CARE.

IT'S HARD FOR ME TO WORDSMITH, BUT INTENT IS THE APPOINTMENT PROCESS COMES BACK FOR THE BOARD'S APPROVAL BY OCTOBER 31st.

THAT IS THE INTENT.

>> MEMBER POOL?

I'M SORRY, MEMBER STRATTON, WERE YOU DONE WITH YOUR COMMUNITY?

>> THIS IS A PRACTICALITY AND THE WAY THE RESOLUTION LANGUAGE IS WRITTEN CURRENTLY, BECAUSE IT WAS MORE BROAD TO GIVE THE FLEXIBILITY TO STAFF THE WAY IT WAS WRITTEN, IT WAS DESIGNED IN TWO PIECES IT SEEMS LIKE, BECAUSE IT WAS TO DEVELOP A PUBLIC SAFETY ADVISORY CHARTER AND PROCESS TO BE BROUGHT TO THE CAPITAL METRO BOARD FOR APPROVAL AND APPOINTMENTS.

AND UNLESS I'M MISREADING IT, IT WAS THAT THAT WAS GOING TO BE TWO SEPARATE THINGS.

ONE WAS TO APPROVE THE PROCESS AND THE OTHER WAS TO LATER COME BACK AND APPROVE THE APPOINTMENTS.

YOU HAVE TO TRY TO SANDWICH YOUR LANGUAGE AND DATE INTO ONE PARTICULAR SPACE.

YEAH.

THANK YOU.

>> I HEAR WHAT YOU'RE SAYING, ERIC, AND I GET THAT.

I'M NOT QUITE SURE HOW TO WORDSMITH THAT RIGHT NOW.

THAT'S WHY I JUST STATED WHAT THE INTENT WAS.

>> OKAY.

>> MAYBE I SHOULD ASK ASHLEY IF SHE UNDERSTANDS.

>> I DO.

I THINK WE WOULD PUT IN TO BE BROUGHT BY THE CAPITAL METRO BOARD FOR APPROVAL NOT LATER THAN OCTOBER 31st AND THEN FOR SUBSEQUENT APPOINTMENTS.

WE'RE SAYING BY OCTOBER 31st WE WILL BRING BACK THE CHARTER AND THE APPOINTMENT PROCESS AND THEN AFTER THAT WILL BE THE APPOINTMENTS.

BUT I SEE WHAT YOU'RE SAYING, THE APPROVAL AND APPOINTMENTS, SANDWICHING THE 31st IS A LITTLE HARD, BUT I THINK WE CAN DO IT.

>> THAT'S THE MOTION IN FRONT OF US RIGHT NOW TO AMEND THE MAIN MOTION.

ANY OTHER COMMENTS ON THIS MOTION TO AMEND THE MAIN MOTION?

>> I'M GOING TO ASK A QUESTION AFTER WE DO THE VOTE.

>> IF THERE ARE NONE, CHAIR WILL ENTERTAIN A MOTION.

IF THERE ARE NO OTHER QUESTIONS, THEN I'D LIKE TO MOVE THE QUESTION AND HAVE A VOTE ON THIS.

ALL RIGHT.

ALL IN FAVOR OF THE MOTION TO AMEND THE MAIN MOTION TO ADD ANN'S PROPOSED LANGUAGE, PLEASE INDICATE BY SAYING AYE WHEN CALLED UPON.

MEMBER POOL?

>> AYE.

>> MEMBER TRAVILLION?

>> AYE.

>> MEMBER STRATTON?

>> NAY.

>> SORRY, I'M TAKING NOTES HERE.

MEMBER ROSS.

>> NAY.

>> MEMBER MITCHELL.

>> AYE.

>> I'M SORRY, THAT WAS AN AYE?

>> YES.

>> MEMBER KITCHEN.

>> AYE.

>> AND MEMBER RENTERIA?

IF YOU'RE OUT THERE, I NEED YOU TO TURN YOUR CAMERA ON.

>> WHO, ME?

[LAUGHING]

>> I CAN SEE HIM.

>> MY CAMERA HAS BEEN ON ALL THIS TIME.

[LAUGHING]

>> ARE YOU AN AYE OR NAY?

>> AN AYE.

[LAUGHING]

>> COOPER IS A NAY.

THE MOTION CARRIES ONE, TWO, THREE, FOUR, FIVE IN FAVOR AND THREE AGAINST.

SO NOW WE'RE ON TO THE MAIN MOTION AGAIN, AS AMENDED, BOTH BY FRIENDLY AMENDMENT AND BY MEMBER KITCHEN'S AMENDMENT.

ANY OTHER DISCUSSION ON THE MAIN MOTION?

ALL RIGHT.

IF THERE'S NO OTHER DISCUSSION, THEN WE'LL PUT THAT TO A VOTE.

ALL IN FAVOR OF THE MAIN MOTION, PLEASE INDICATE BY SAYING AYE WHEN CALLED UPON.

MEMBER POOL?

>> AYE.

>> MEMBER TRAVILLION.

>> AYE.

>> MEMBER STRATTON.

>> AYE.

>> MEMBER ROSS.

>> AYE.

>> MEMBER MITCHELL?

>> AYE.

>> MEMBER KITCHEN?

>> I'M GOING TO ABSTAIN FOR ALL THE REASONS THAT I SAID EARLIER.

>> ABSTAINS.

THANK YOU.

MEMBER RENTERIA?

>> AYE.

>> COOPER IS AYE.

MOTION CARRIES WITH 7 IN FAVOR AND 1 ABSTENTION.

BOARD MEMBERS, THANK YOU ALL FOR THAT AND THANK YOU, COMMUNITY MEMBERS FOR YOUR PARTICIPATION AND ENGAGEMENT ON THIS ISSUE.

AND WE'LL LOOK FORWARD TO CONTINUING ENGAGEMENT AND PARTICIPATION AS WE MOVE FORWARD ON THIS.

THIS IS A BIG STEP FORWARD AND I KNOW ONE THAT RANDY HAS BEEN WORKING ON AS WELL.

WE'RE UNDER A BIT OF TIME PRESSURE.

I'D LIKE FOR, INSTEAD OF THE DISCUSSION ITEM, TO MOVE DIRECTLY INTO EXECUTIVE SESSION.

I KNOW SOME OF YOU HAVE GOT TO GO, BUT I'D LIKE AS MANY AS POSSIBLE TO STAY CONNECTED.

IN ORDER TO DO THAT, ED, AS I UNDERSTAND IT, YOU'RE GOING TO KEEP THIS LINK OPEN FOR MEMBERS OF THE COMMUNITY.

AND THEN WE'LL ALL GO TO THE SEPARATE LINK.

WE'LL HOP OFF THIS LINK NOW, GO TO THE SEPARATE LINK THAT YOU PROVIDED FOR EXECUTIVE SESSION, AND I THINK COME BACK TO THIS LINK.

MEMBER POOL?

>> I JUST HAD A QUICK QUESTION.

DO WE HAVE ANY MORE ACTION ITEMS?

>> WE DO.

>> I AM ONE OF THE ONES -- WE HAVE THE STATE OF THE CITY SCHEDULED FOR 4:00.

AND SINCE I'M AT HOME I HAVE TO GO DOWNTOWN, SO I'LL BE LEAVING ABOUT 3:30.

YOU PROBABLY ALREADY KNOW THAT.

I LET MR. EASTON KNOW.

>> WE'RE UNDER TIME.

I UNDERSTAND A NUMBER OF YOU HAVE TO GET OUT OF HERE.

WE'LL MOVE AS PROMPTLY AS WE CAN.

THANK YOU.

>> THANKS.

I'LL SEE YOU OVER AT EXECUTIVE SESSION.

>> HELLO?

AM I IN THE RIGHT -- OKAY.

I THOUGHT I WAS IN THE WRONG PLACE FOR A SECOND.

OKAY.

YES.

BECAUSE EVIDENTLY I DON'T HAVE THE RIGHT ONE.

OKAY.

ALL RIGHT.

THANK YOU.

THEY'RE SENDING IT TO ME.

>> ED, ARE YOU ON THIS LINE?

>> YEAH.

I WAS A LITTLE TOO QUICK TO HOP OFF.

JUST FOR THE RECORD, I'D LIKE FOR US NOW TO MOVE INTO EXECUTIVE SESSION.

UNDER SECTION 551.071 OF THE TEXAS GOVERNMENT CODE FOR LEGAL ISSUES RELATED TO CONTRACT PROVISIONS.

AS EVERYBODY KNOWS, I THINK THE BOARD MEMBERS, THERE'S ANOTHER LINK FOR THE EXECUTIVE SESSION.

ED, I UNDERSTAND YOU'RE GOING TO LEAVE THIS MEETING RUNNING CONCURRENTLY WHILE WE HAVE THE EXECUTIVE SESSION AND WE WILL RETURN TO THAT MEETING -- TO THIS MEETING AFTER WE CONCLUDE EXECUTIVE SESSION.

THE TIME NOW IS 2:11 AND WE'LL RETURN ONCE WE GET OUT OF EXECUTIVE SESSION.

THANK YOU.

>> Cooper: THIS IS EXECUTIVE SESSION.

>> THIS IS WHAT ED WAS SHOWING DURING EXECUTIVE SESSION.

>> JUST REALIZED.

>> IT CONFUSED ME FOR A SECOND.

>> IT'S MONDAY ALREADY?

>> Cooper: ARE WE ALL BACK, ONE, TWO -- THREE, FOUR, FIVE -- ENOUGH OF US ARE BACK.

BECKI, I DON'T SEE BECKI.

>> Travillion: A QUESTION.

>> Cooper: AND, ANN, ARE WE BACK ON THE RECORD?

ALL RIGHT, THANK YOU, EVERYBODY.

THAT CONCLUDES OUR EXECUTIVE SESSION.

TIME NOW IS 2:54 AND WE'LL GO BACK TO OUR REGULARLY SCHEDULED AGENDA -- WELL, WE'RE GOING TO JUMP AROUND A LITTLE BIT AND DO ONE DISCUSSION ITEM AND THEN OUR ACTION ITEMS.

SO, LET ME SKIP OVER TO DISCUSSION ITEM NUMBER 1, WHICH IS BUS OPERATIONS UPDATE AND THAT IS DOTTIE WATKINS TO DO THAT NOW AND THEN THE CONSENT AGENDA AND THEN OTHER ACTION ITEM AGENDAS.

>> THANK YOU, CHAIR COOPER AND GOOD AFTERNOON, CHAIR, AND MEMBERS OF THE BOARD.

I AM DOTTIE WATKINS, THE CHIEF CUSTOMER OFFICER AND CHIEF OPERATING OFFICER FOR CAPITAL METRO.

AND I KNOW THAT WE ARE IN A VERY TIGHT SCHEDULE SO I'LL DO MY BEST TO KEEP THIS BRIEF BUT WE THOUGHT THAT IT WAS VERY IMPORTANT THAT WE ADVISE YOU, OUR BOARD OF DIRECTORS, AND ANY OF THE PUBLIC THAT ARE WATCHING TODAY OF SOME OF THE ISSUES THAT WE ARE CURRENTLY EXPERIENCING IN BUS OPERATIONS.

AND IF YOU CAN PROCEED TO THE NEXT SLIDE, PLEASE.

THANK YOU.

SO CURRENTLY OUR BUS SERVICE QUALITY IS CLEARLY -- IT'S JUST NOT MEETING OUR STANDARDS.

AND YOU CAN SEE ON THE SLIDE HERE, UM, A PICTURE OF A TWEET THAT WE PUT OUT RIGHT AT A WEEK AGO, APOLOGIZING TO OUR CUSTOMERS FOR NOT ONLY HAVING SERVICE QUALITY ISSUES BUT ALSO FAILING TO PROPERLY COMMUNICATE ABOUT THOSE ISSUES AS THEY WERE HAPPENING.

THESE ARE BEING DRIVEN IN LARGE PART TO A STAFFING SHORTAGE.

AND SO I WANTED TO GO THROUGH WITH YOU JUST BRIEFLY WHAT THAT SHORTAGE IS AND THEN WE WILL ALSO -- I WILL ALSO GIVE YOU A HIGH LEVEL VIEW OF WHAT WE ARE LOOKING TO DO TO STABILIZE THE SERVICE.

NEXT SLIDE.

THERE WE GO.

THERE IT IS.

OUR STAFFING SHORTAGE IS NOT UNIQUE TO CAPITAL METRO.

IN FACT, AS YOU CAN SEE FROM THE VARIOUS HEADLINES THAT WE CAPTURED HERE, IT'S NOT UNIQUE TO AUSTIN AND IT'S NOT UNIQUE TO TRANSIT.

THE WORKFORCE AS A GENERAL, THE NATION WORKFORCE, HAS CHANGED A GOOD BIT OVER THE LAST 18 MONTHS AND OUR CURRENT SHORTAGE IS REALLY IN CRISIS.

WE ARE CURRENTLY TODAY 100 BUS OPERATORS SHORT WHAT IT WOULD TAKE TO OPERATE THE SERVICE LEVELS THAT WE COMMITTED FOR THE CURRENT SERVICE PERIOD WHICH STARTED AUGUST 19TH.

THAT IS IN TOTAL HEADCOUNT.

ON TOP OF THAT IS SOMEWHERE IN THE RANGE OF ABOUT 20 TO 25 PEOPLE EVERY DAY ADDITIONALLY ABSENT FOR COVID-RELATED REASONS.

WHETHER IT IS SOMEONE THEY THEMSELVES HAVE COVID, OR THEY ARE QUARANTINED DUE TO AN EXPOSURE TO COVID.

AND THAT IS ALSO ADDING AN EXTRA LAYER OF IMPACT TO OUR ABILITY TO PROVIDE GOOD SERVICE.

SO NEXT SLIDE.

IN TERMS OF WHAT WE'RE DOING TO -- TO APPROACH THIS ISSUE, THE FIRST IS MINOR SERVICE REDUCTIONS.

AND SO OUR GOAL IS TO RIGHT-SIZE OUR SERVICE COMMITMENTS TO OUR OPERATIONAL CAPACITY.

LATER THIS WEEK WE'LL RELEASE TO THE PUBLIC THE DETAILS OF OUR PLAN, BUT WE ARE CURRENTLY PUTTING THE FINAL TOUCHES ON A PLAN EFFECTIVE SEPTEMBER 19TH, TO REDUCE OUR SERVICE FREQUENCIES ON SOME ROUTES.

THE ONLY ROUTES WE HAVE SUSPENDED WE ACTUALLY SUSPENDED LAST WEEK THE E-BUS ROUTES.

THOSE ARE LATE-NIGHT SERVICE ROUTES DESIGNED PRIMARILY TO SERVE UNIVERSITY STUDENTS.

THOSE ROUTES RUN IN PARALLEL WITH OUR NIGHT OWL ROUTE SYSTEM, AND SO THAT GIVEN THAT THEY ARE DUPLICATIVE LATE NIGHT SERVICE, WE SUSPENDED THAT SERVICE LAST WEEK.

THAT IS THE ONLY SERVICE PROPOSED TO BE SUSPENDED, OTHERWISE, WE WILL BE REDUCING FREQUENCIES ON A TEMPORARY BASIS WHILE WE TAKE THE TIME TO STAFF UP.

WE WILL CONTINUE TO PROACTIVELY COMMUNICATE WITH OUR CUSTOMERS ON SERVICE IMPACTS OCCURRING, BUT THE PRIMARY REASON FOR MAKING SERVICE REDUCTIONS IS TO BE ABLE TO GIVE OUR CUSTOMERS A RELIABLE SERVICE.

RIGHT NOW, QUITE HONESTLY, YOU NEVER KNOW WHEN THE BUS IS GOING TO COME BECAUSE YOU CAN CHECK THE SCHEDULE, BUT IF 10% OF THE BUS IS ON THE SCHEDULE JUST AREN'T RUNNING TODAY, YOUR ODDS OF BEING ABLE TO RELY ON THAT SERVICE ARE PRETTY LOW.

AND THAT'S ABOUT WHERE WE'RE SITTING.

SOME DAYS WORSE.

SO WE NEED TO RIGHT-SIZE OUR COMMITMENTS TO OUR OPERATIONAL CAPACITY.

AS WE GET STAFFED UP, WE WILL BE ADDING SERVICES BACK IN.

WE WILL BE SUPPLEMENTING WITH BUSES WHERE WE'RE SEEING CROWDS.

BUT EFFECTIVE SEPTEMBER 19TH, WE WILL PULL BACK, SO THAT WE CAN RETURN TO A STATE OF GIVING OUR COMMUNITY RELIABLE SERVICE.

AND I WOULD BE HAPPY TO ANSWER ANY QUESTIONS THAT YOU MAY HAVE.

>> Cooper: QUESTIONS?

MEMBER KITCHEN.

>> Kitchen: YES, JUST QUICKLY, JUST A REQUEST -- WHEN YOU RELEASE THOSE, IT WOULD BE HELPFUL FOR ME TO UNDERSTAND JUST THE -- UM, THE IMPACT OF THEM.

YOU KNOW, I'M SURE THAT YOU'RE DOING AN ANALYSIS OF THE IMPACT ON WHICH, YOU KNOW, WHICH ASPECTS OF OUR CUSTOMERS ARE IMPACTED BY THOSE.

AND I WOULD LIKE TO UNDERSTAND WHAT THAT IS.

AND IF YOU COULD SEND THAT TO ME AT THE SAME TIME THAT YOU ARE RELEASING THAT.

YOU KNOW, WE OBVIOUSLY WANT TO BE -- AND I KNOW THAT YOU GUYS ARE DOING THIS -- WE WANT TO BE, YOU KNOW, WE WANT TO BE LOOKING ACROSS THE NEEDS OF THE ENTIRE COMMUNITY AND REALLY BEING, YOU KNOW, CAREFUL ABOUT WHO WE'RE IMPACTING, AND I TRUST THAT YOU ALL ARE DOING THAT.

I JUST WANT THE INFORMATION SO THAT I CAN UNDERSTAND IT IF I GET ANY QUESTIONS.

>> ABSOLUTELY.

>> Cooper: OTHER QUESTIONS FOR DOTTIE?

WELL, LET ME JUST SAY, IT IS NOT SOMETHING THAT IS UNIQUE TO US.

WE SAW PUBLIC APOLOGY BY SOUTHWEST AIRLINES IN THE LAST WEEK ABOUT THE CHALLENGES THEY FACE BECAUSE OF LABOR SHORTAGES AS WELL, SOME OF THE OTHER AIRLINES.

NONETHELESS, I THINK THAT WE DO WANT TO GET TO A POINT WHERE PEOPLE TRUST THAT WITH WE SAY WE'RE RUNNING A BUS, WE'RE RUNNING A BUS.

AND UNDERSTAND, TO THE POINT, THAT WE NEED TO MAKE SOME QUICK DECISIONS AND DO THE BEST COST BENEFIT ANALYSIS THAT WE CAN TO SERVE THE RIGHT PEOPLE WITH THE RIGHT FREQUENCY.

BUT THAT'S A CHALLENGE, AND ONE I TRUST THAT WE'LL DO OUR BEST FOR, BUT WE'LL ALL BE INTERESTED IN HOW WE GO FORWARD.

SO, THANK YOU FOR THAT.

MEMBER -- I'M SORRY, PRESIDENT CLARKE?

>> Clarke: I WANTED TO MAKE A QUICK POINT AND I WANT TO APOLOGIZE THAT WE CAN'T FUND THE SERVICE THAT WE, THE STAFF, WOULD LIKE TO RUN.

IT'S ESPECIALLY CHALLENGING BECAUSE RIDERSHIP IS COMING BACK REALLY QUICKLY.

AND I ALSO WANT TO TAKE A QUICK MOMENT AND TO THANK DOTTIE, THE ENTIRE BUS MANAGEMENT TEAM, ALL OF OUR FRONTLINE STAFF.

I CAN'T OVERSTATE TO THE PUBLIC -- YES, WE ARE NOT DELIVERING AS GOOD AS WE WOULD LIKE TO, BUT THE EFFORT IS ALL IN.

AND DOTTIE AND HER TEAM -- ARE WORKING SIX, SEVEN DAYS A WEEK, SOMETIMES, YOU KNOW, A LOT LONGER THAN 12-HOUR DAYS.

AND SOME PEOPLE ARE REALLY BURNT AND I WANT THEM TO KNOW PUBLICLY HOW MUCH -- I PERSONALLY THANK THEM AND I KNOW THAT YOU AS THE BOARD HAVE BEEN VERY BIG SUPPORTERS OF THE FRONTLINE STAFF AND THE BUS TEAM OUT THERE.

SO JUST WANTED TO JUST TAKE THAT MOMENT, SO, THANK YOU, CHAIR.

>> Cooper: THANK YOU FOR THAT.

AND IF YOU WANTED TO HELP US TO GET UP AND RUNNING, GET YOUR VACCINE AND WEAR YOUR MASK.

LET'S BE SAFE OUT THERE AND BE RESPONSIBLE MEMBERS OF THE COMMUNITY.

THAT'S -- SICK BUS DRIVERS DON'T HELP OR SICK FRONTLINE EMPLOYEES DON'T HELP AND SICK PASSENGERS DON'T HELP, SO LET'S ALL DO OUR SHARE HERE.

AND WHAT RANDY SAID IS TRUE -- NO GROUP IN THE COUNTRY HAS WORKED ANY HARDER THAN OUR FRONTLINE PEOPLE THROUGH PANDEMICS AND FREEZES AND TRYING TO GET "PROJECT CONNECT" UP AND RUNNING.

PEOPLE ARE WORKING REALLY HARD.

SO KUDOS, AND, THANKS TO ALL OF THEM.

WITH THAT, LET'S MOVE TO OUR ACTION ITEMS FIRST.

WE HAVE OUR CONSENT AGENDA.

CONSENT ITEM NUMBER 1 WOULD BE APPROVAL OF THE MINUTES FROM THE JULY 19, 2021, CAP METRO BOARD MEETING.

NUMBER TWO IS APPROVAL OF A RESOLUTION APPOINTING FANGDA LU TO THE CUSTOMER SATISFACTION ADVISORY COMMITTEE, CONSENT AGENDA NUMBER THREE IS APPROVAL OF A RESOLUTION APPOINTING MICHAEL MENA TO THE CUSTOMER SATISFACTION ADVISORY COMMITTEE.

AND ACTION NUMBER FOUR IS APPROVAL OF AUTHORIZING THE PRESIDENT AND THE CEO OR HIS DESIGNEE, TO FINALIZE AND EXECUTE A CONTRACT WITH UNUM FOR BASIC LIFE AND AD&D INSURANCE, LONG-TERM AND SHORT-TERM DISABILITY INSURANCE; AND FMLA ADMINISTRATION PAID BY CAP METRO, AND VOLUNTARY LIFE, LONG TERM DISABILITY BUY-UP, ACCIDENT, WHOLE LIFE AND CRITICAL ILLNESS, PAID BY EMPLOYEES TO NOT EXCEED \$1,752,882.

AND I'M SORRY, CONSENT AGENDA ITEM NUMBER 5 HAS BEEN REMOVED FROM THE CONSENT AGENDA AND WILL BE BROUGHT BACK AT A LATER DATE.

ITEM 6, APPROVAL OF A RESOLUTION AUTHORIZING THE PRESIDENT AND THE CEO, OR HIS DESIGNEE, TO EXECUTE AN INTERLOCAL AGREEMENT WITH THE UNIVERSITY OF TEXAS AT AUSTIN FOR BUS SERVICES AND FARE PROGRAMS FOR AN ESTIMATED REVENUE OF \$21,050,000 FOR A PERIOD OF THREE YEARS, STARTING SEPTEMBER 1, 2021.

AND ITEM NUMBER 7 IS THE APPROVAL OF A RESOLUTION AUTHORIZING THE PRESIDENT AND THE CEO, OR HIS DESIGNEE, TO MODIFY THE HERZOG CONTRACTING MEMBER TO 200655 FOR THE REPLACEMENT OF FOUR BRIDGES, WITH THE ORIGINAL BOARD AUTHORIZED AMOUNT OF \$201,923, FOR REINFORCED CONCRETE BOX CULVERTS.

ITEM NUMBER 8 IS APPROVAL OF A RESOLUTION AUTHORIZING THE PRESIDENT AND THE CEO, OR HIS DESIGNEE, TO FINALIZE AND EXECUTE AN INTERLOCAL AGREEMENT WITH THE TEXAS TRANSPORTATION INSTITUTE, FOR A PERIOD OF FIVE YEARS FOR PROVISION OF RESEARCH IN A VARIETY OF AREAS TO FACILITATE CAP METRO'S DELIVERY OF TRANSIT SERVICES ON AN AS NEEDED SERVICE TO NOT EXCEED \$2.5 MILLION.

AND THEN THE FINAL ITEM NUMBER 9, IS APPROVAL OF A RESOLUTION AUTHORIZING THE PRESIDENT AND THE CEO, OR HIS DESIGNEE, TO EXTEND AN INTERLOCAL AGREEMENT WITH TRAVIS COUNTY FOR EMPLOYEE TRANSIT PASSES FOR A PERIOD OF ONE YEAR FROM OCTOBER 1ST, 2021, TO SEPTEMBER 30, 2022.

AND I BELIEVE THAT --

>> Travillion: [indiscernible]

>> I'LL MAKE THAT MOTION, CHAIR.

>> Cooper: DO WE HAVE A MOTION TO APPROVE THE CONSENT AGENDA ITEMS?

IS THERE A SECOND?

>> Travillion: I'LL SECOND IT IF THAT IS PUT IN PLACE BY A BOARD MEMBER POOL.

>> Cooper: OKAY, I RECORD MEMBER POOL WITH THE MOTION AND MEMBER -- VICE-CHAIR TRAVILLION WITH THE SECOND.

AND I THINK THAT MS. JOSEPH WANTED TO BE HEARD ON THIS, IF SHE HAS COME BACK ON THE LINE.

>> CHAIR [indiscernible] MR. CHAIR?

>> Cooper: YES, MS. JOSEPH, WELCOME.

YOU HAVE THREE MINUTES.

>> THANK YOU, CHAIR.

MY COMMENT IS ON ITEM 8 FOR A TWO-PART \$5 MILLION CONTRACT WITH TEXAS TRANSPORTATION INSTITUTE.

I MENTIONED THIS BEFORE, I DON'T HAVE ANY PROBLEMS WITH THE RESEARCH.

MY OPPOSITION IS TO CAPITAL METRO SPENDING TAXPAYER DOLLARS FOR RESEARCH SAKE

WHAT I MEAN BY THAT IS THAT SPECIFICALLY THE 2009 PEDESTRIAN STUDY IN JANUARY 7, 2009, BY JUNE HUDSON, AND I READ THIS INTO THE COMMITTEE MEETING BUT I'LL READ IT AGAIN.

FOR 20 MONTHS THE DEPARTMENT OF TRANSPORTATION, AND THE TEXAS TRANSPORTATION INSTITUTE AND THE CITY OF AUSTIN'S TRANSPORTATION DEPARTMENT, AND THE NEIGHBORHOOD PLANNING PROGRAMS, AUSTIN POLICE DEPARTMENT AND CAPITAL METRO MET TO DISCUSS DATA COLLECTED AND SHARE IDEAS.

IN THAT SAME REPORT ON PAGE 75, IT SPECIFIED THAT THE NEAR CROSSINGS WITH PEDESTRIANS GET KILLED THE MOST.

AND SO I JUST WANTED TO CALL TO YOUR ATTENTION IT WAS ON ABOUT FEBRUARY 25, 2019, WHEN A CEO CLARKE HAD BEEN AT THE RIBBON CUTTING [indiscernible] AND IT WAS MAY 2, 2019, WHEN DAVID JOHN McDONNELL WAS KILLED MID-BLOCK TRYING TO GET TO WORK AT 6:00 a.m. IN THE MORNING.

SO IT'S IRRESPONSIBLE FOR CAPITAL METRO TO DO THE STUDY, HAVE THE [indiscernible] AND THEN TURN A BLIND EYE.

THERE'S ALSO MID-BLOCK CROSSINGS AT CHINATOWN THEY TOLD YOU ABOUT REPEATEDLY, AND THEN THERE'S ONE OVER BY THE METRO PARK AS WELL.

AND SO I JUST WANT YOU TO CONSIDER THAT.

THERE'S NOTHING WRONG WITH DOING RESEARCH.

TEXAS TRANSPORTATION INSTITUTE DOES A GOOD JOB.

BUT YOU'RE SPENDING TAXPAYER DOLLARS FOR THE SAKE OF SPENDING IT WITHOUT BEING RESPONSIBILITY AND, APPLYING THE RESULTS IS WHAT IS PROBLEMATIC TO ME.

AND THEN I WOULD JUST SAY AS IT RELATES TO THE UNIVERSITY OF TEXAS AT AUSTIN, I KNOW THAT YOU'RE ALWAYS GOING TO HAVE A CONTRACT WITH THEM, BUT I WOULD JUST ASK YOU TO RECOGNIZE THAT IF THEIR RIDERSHIP DOESN'T INCREASING, THEN I THINK THAT YOU OUGHT TO RECOGNIZE THAT THERE'S OTHER SERVICE AREAS, MINORITIES, THAT ARE NORTH OF 83 THAT DON'T HAVE THE TRANSPORTATION THAT WE NEED.

SO I HOPE THAT YOU WILL CONSIDER THAT SEPTEMBER 19TH, BEFORE YOU MAKE THE REDUCTIONS ACROSS THE BOARD.

I THANK YOU FOR ALLOWING ME TO MAKE MY COMMENTS.

>> Cooper: THANK YOU, MS. JOSEPH.

>> YOU'RE WELCOME.

>> Cooper: SO WE HAVE A MOTION AND A SECOND.

IS THERE ANY DISCUSSION ON THE MOTION TO APPROVE THE CONSENT AGENDA ITEMS?

NONE?

VERY WELL.

LET ME CALL ROLL THEN AND I'LL REMIND YOU TO BE ON CAMERA TO VOTE.

MEMBER ROSS?

>> Ross: [indiscernible]

>> Cooper: MEMBER RENTERIA.

>> LOOKS LIKE HE'S AWAY FROM HIS DESK.

>> Cooper: THANKS.

MEMBER STRATTON IS I THINK OUT OF THE MEETING.

MEMBER POOL.

>> Pool: YES.

>> Cooper: MEMBER KITCHEN?

>> Kitchen: YES.

>> Cooper: MEMBER TRAVILLION.

>> Travillion: AYE.

>> Cooper: MEMBER MITCHELL?

>> Mitchell: AYE.

>> Cooper: COOPER SAID AYE.

MOTION CARRIES, SIX IN FAVOR, TWO NOT PRESENT, AND -- SIX IN FAVOR, TWO NOT PRESENT.

THANK YOU.

SO NOW MOVE OVER TO OUR REMAINING ACTION ITEMS.

ACTION ITEM NUMBER 2 IS APPROVAL OF A RESOLUTION AUTHORIZING THE PRESIDENT AND THE CEO OR HIS DESIGNEE TO FINALIZE AND EXECUTE A CONTRACT FOR HEALTH PLAN ADMINISTRATIVE SERVICES FOR THREE-YEAR BASIC PERIOD IN THE THREE ONE-YEAR OPTIONS WITH UNITED HEALTHCARE IN AN AMOUNT NOT TO EXCEED \$15,384,283 FOR ADMINISTRATION OF THIRD-PARTY ADMINISTRATION SERVICES AND STOP-LOSS INSURANCE FOR THE CAP METRO SELF-INSURANCE HEALTH AND DENTAL PLANS.

DONNA SIMMONS WILL MAKE OUR STAFF PRESENTATION.

DONNA, THE FLOOR IS YOURS.

>> GOOD AFTERNOON, CHAIRMAN COOPER, AND BOARD MEMBERS AND PRESIDENT CLARKE.

I'M THE EXECUTIVE PRESIDENT OF ADMINISTRATION AND THE DIVERSITY AND INCLUSION OFFICER.

AND I KNOW THAT WE'VE GOT A SHORT TIME FRAME REMAINING FOR THE MEETING TODAY BUT I'VE GOT A BRIEF PRESENTATION THAT I WANT TO WALK THROUGH TO GIVE YOU BACKGROUND INFORMATION ON OUR HEALTH PLANS IN JUST A COUPLE OF SLIDES.

ED, IF YOU COULD GO AHEAD.

THIS IS A LITTLE BIT OF INFORMATION ON OUR CLAIMS HISTORY GOING BACK TO 2016 THAT SHOWS I THINK THE MAIN THING THAT IT SHOWED WITH OUR HEALTHCARE COSTS HAVE BEEN PRETTY STABLE OVER THE LAST SEVERAL YEARS, EXCEPT FOR A YEAR WHERE WE'VE HAD SOME HIGH COST CLAIMS.

INDIVIDUAL HIGH COST CLAIMS THAT WERE CONSIDERED CATASTROPHIC CLAIMS ABOVE OUR STOP-LOSS AMOUNT.

SO WE CARRY A STOP-LOSS OF \$150,000 PER PARTICIPANT IN THE PLAN PER YEAR.

AND EXCEPT FOR THOSE YEARS WHERE WE HAVE SEEN SOME OF THOSE HIGH COST CLAIMS, OUR COSTS HAVE REMAINED PRETTY STABLE.

THE OTHER THING THEY THINK IS IMPORTANT TO LOOK AT IS WHAT THE PLAN IS COSTING OUR EMPLOYEES.

SO IF YOU COULD GO TO THE NEXT SLIDE AND I'LL COVER THAT.

IT'S BEEN A VERY, VERY, VERY STABLE FROM 2017 THROUGH 2021.

AND IN 2021, WE MADE THE DECISION -- EVEN THOUGH OUR HEALTHCARE COSTS DID GO UP OVERALL A LITTLE BIT, WE DID NOT PASS THAT INCREASED COST ON TO OUR EMPLOYEES.

BECAUSE AS WE WERE IN THE PANDEMIC AND WE KNEW THAT EMPLOYEES WERE ALREADY UNDER A LOT OF STRAIN, BECAUSE OF THAT WE DECIDED NOT TO INCREASE THE HEALTHCARE PREMIUMS FOR EMPLOYEES IN 2021.

SO THIS IS AN EXAMPLE OF WHAT THE EMPLOYEES PAY ON A PER PAY PERIOD BASIS FOR OUR BUY-UP PLAN.

WE HAVE THREE PLANS THAT WE OFFER AND THE BUY-UP PLAN IS THE PLAN THAT OFFERS THE MOST RICH BENEFITS.

I WANTED TO MENTION AS PART OF WHAT WE ARE RECOMMENDING AWARDING THIS CONTRACT TO UNITED HEALTHCARE AND SOME OF THE ENHANCEMENTS THEY PROVIDE TO OUR EMPLOYEES AND THE FAMILY MEMBERS -- ONE OF THOSE IS THE RALLY HEALTH RISK ASSESSMENT TOOL THAT REWARDS EMPLOYEES FOR TAKING CONTROL OF THEIR HEALTH, COMPLETING A HEALTH RISK ASSESSMENT THAT IDENTIFIES AREAS IN THEIR LIFESTYLES THAT MIGHT -- THAT THEY MIGHT CONSIDER CHANGING IN ORDER TO IMPROVE THEIR HEALTH.

THEY ALSO A REAL APPEAL PROGRAM, WHICH IS AN EVIDENCE-BASED VIRTUAL WEIGHT LOSS PROGRAM THAT IS FREE TO EMPLOYEES.

THEY ALSO PROVIDE A TREATMENT COST ESTIMATOR SO THAT EMPLOYEES CAN GO ON TO UNITED HEALTHCARE WEBSITE AND ESTIMATE WHAT A PROCEDURE IS LIKELY TO COST BOTH CAPITAL METRO AND THE EMPLOYEE, AS LONG AS THEY REMAIN IN NETWORK.

THEY OFFER SOME FREE PREVENTIVE MEDICATIONS THROUGH THEIR PRESCRIPTION PLANS.

SO SOME OF THOSE, FOR EXAMPLE, ARE FOR THINGS THAT ARE PREVENTIONS FOR DIABETES, FOR COLONOSCOPY PREP, FOR HIGH BLOOD PRESSURE.

THE KINDS OF THINGS THAT CAN BE VERY DEVASTATING IF EMPLOYEES DON'T KEEP THOSE HEALTHCARE ISSUES UNDER CONTROL.

AND WE ARE ALSO OFFERING NEXT-YEAR ENHANCED TELE-MEDICINE OPERATING WITH A BIG PART BEING MENTAL HEALTH -- A BIGGER FOCUS ON MENTAL HEALTH.

I THINK THAT WE FOUND DURING THE PANDEMIC THAT A LOT OF PEOPLE WERE ABLE TO USE TELE-MEDICINE VERY, VERY EFFECTIVELY SO UNITED HEALTHCARE IS ENHANCING THEIR OFFERINGS IN TELE-MEDICINE.

NEXT SLIDE.

AS MENTIONED OUR ACTION THAT IS REQUESTED IS TO APPROVE THE AWARD OF THE CONTRACT TO UNITED HEALTHCARE FOR THREE BASE PERIODS AND THREE, ONE-YEAR OPTIONS.

THE TOTAL BASE CONTRACT AMOUNT IS \$4,866,275.

AND THEN INCLUDING THE OPTION IS ABOUT \$15.3 MILLION.

THE BULK OF THAT COST IS FOR THE PURCHASE OF THE STOP-LOSS INSURANCE, WHICH IS INCLUDED UNDER THIS CONTRACT AS WELL.

UNITED HEALTHCARE ACTUALLY -- ACTUALLY NO HEALTHCARE COMPANY WILL PROVIDE STOP-LOSS ESTIMATES FOR ANYMORE THAN ONE YEAR AT A TIME.

SO WE BASE THIS ESTIMATE ON WHAT WE SAW IN OUR INCREASE IN STOP-LOSS PREMIUMS FOR THIS CURRENT YEAR AND THEN PROJECTING THAT FORWARD THROUGHOUT THE TERM OF THE PROPOSED CONTRACT.

THE UNITED HEALTHCARE IS ALSO MADE A COMMITMENT TO A 5% SBE GOAL FOR PRINTING.

SO THAT GOAL WILL BE APPLIED TO ONLY THE -- THEIR ADMINISTRATIVE COSTS -- NOT THE COST OF THE STOP-LOSS.

AND I WILL BE HAPPY TO ANSWER ANY QUESTIONS THAT YOU MAY HAVE.

>> Cooper: DONNA, THANK YOU FOR THAT.

I ASSUME ON THE STOP-LOSS -- AND I THINK THAT YOU TOLD ME THIS IN AN INDIVIDUAL BRIEFING, BUT WE STILL HAVE THE ABILITY TO GO BACK OUT TO THE MARKETPLACE IF WE'RE UNHAPPY WITH ANY OF

THE QUOTES ON THE STOP-LOSS?

>> WE DO.

AND ALL OF THE STOP-LOSS CARRIERS WILL ASK FOR AT LEAST A 10 TO 24 MONTHS OF PRIOR HISTORY.

AND THEN WILL BASE THEIR PREMIUMS ON THAT.

WE HAVE A SELF-INSURED BOARD OF TRUSTEES THAT ADMINISTERS THIS PLAN THAT INCLUDES MEMBERS OF OUR BOARD RESOURCES TEAM AS WELL AS OUR FINANCE TEAM.

WE TAKE A LOOK EVERY YEAR AT THOSE QUOTES TO MAKE A DETERMINATION ABOUT WHAT THE LEVEL OF STOP-LOSS IS THAT WE SHOULD CONTINUE TO HOLD.

WHETHER WE SHOULD INCREASE THAT OR NOT.

AND THAT'S BASED ON A COMPARISON OF WHAT WE WOULD EXPECT TO BE PAYING OUT IN CLAIMS IF WE DIDN'T HAVE A LEVEL OF STOP-LOSS.

SO THIS PAST YEAR, UNFORTUNATELY, WE GOT A COUPLE OF EMPLOYEES WHO -- WHOSE HEALTHCARE EXPENSES ARE QUITE HIGH, AND WE HOPE AND EXPECT THAT THOSE EMPLOYEES WILL BE WITH US FOR A LONG TIME, BUT BECAUSE THOSE CLAIMS SHOW UP IN OUR HISTORY IS ONE OF THE REASONS WHY THE STOP-LOSS PREMIUMS HAVE BEEN GOING UP.

>> Cooper: OTHER QUESTIONS FOR DONNA?

NONE?

THEN, THE CHAIR WILL WELCOME A MOTION WITH RESPECT TO ACTION ITEM NUMBER 2.

WE HAVE A MOTION BY MEMBER MITCHELL.

A SECOND IN

>> Travillion: I'LL SECOND.

>> Cooper: SECOND BY MEMBER TRAVILLION AND ANY DISCUSSION?

I'LL ASK FOR YOUR VOTE.

MEMBER ROSS?

>> Ross: AYE.

>> Cooper: DO YOU MIND TO TURN YOUR CAMERA ON QUICKLY.

>> Ross: IT IS ON.

>> Cooper: OKAY.

MEMBER RENTERIA.

>> Travillion: YOU'RE MUTED.

>> Renteria: IT DIDN'T WANT TO WORK.

AYE.

>> Cooper: THANK YOU.

MEMBER STRATTON IS ABSENT.

MEMBER POOL.

>> Pool: YES.

>> Cooper: MEMBER KITCHEN?

>> Kitchen: YES.

>> Cooper: MEMBER TRAVILLION.

>> Travillion: AYE.

>> Cooper: MEMBER MITCHELL.

>> Mitchell: AYE.

>> Cooper: COOPER IS AN AYE AS WELL.

THE MOTION CARRIES, 6-2, WITH TWO NOT PRESENT.

THANK YOU.

>> THANK YOU.

>> Cooper: NEXT ACTION ITEM IS ADOPTING A BOARD OPERATING PROCEDURE -- I'M SORRY, BOARD OPERATING PROCEDURES POLICY AND AMENDING THE CAPITAL AMENDMENT POLICY AND MARRY LEAN WILL MAKE THE PRESENTATION.

>> THANK YOU, GOOD DAY, PRESIDENT COOPER AND BOARD MEMBERS AND PRESIDENT AND CEO CLARKE.

I'M A STAFF ATTORNEY AND HERE TO PRESENT THE PROPOSED REVISIONS TO POLICIES ADOPTED BY THE BOARD.

THIS MONTH STAFF IS PRESENTING TWO POLICY FOR BOARD CONSIDERATION.

THE FIRST IS THE BOARD OPERATING PROCEDURES POLICY.

THIS IS A NEW POLICY THAT CONSOLIDATES SIX BOARD ADMINISTRATIVE POLICIES INTO ONE DOCUMENT.

ATP'S BOARD DID SOME CONSUMER -- AND WE BELIEVE THIS IS A GOOD EFFICIENT RECORD KEEPING PRACTICE.

THE SIX POLICIES ARE THE BOARD FINANCIAL STATEMENT POLICIES, THE PUBLIC COMMENT POLICY AND PROCEDURES, THE COMMUNITY INVOLVEMENT POLICY AND THREE POLICIES RELATED TO BOARD

TRAVEL.

FOR TRAVEL POLICY, BOARD MILEAGE AND REIMBURSEMENT AND STIPEND POLICY.

THE POLICIES ARE GENERALLY UNCHANGED, EXCEPT AS FOLLOWS: STAFF IS RECOMMENDING TWO CHANGES TO THE PUBLIC COMMENT POLICY AND PROCEDURES.

FIRST, STAFF IS RECOMMENDING EXPANDING THE PUBLIC'S ABILITY TO COMMENT AT CAPITAL METRO BOARD MEETINGS, OPEN MEETINGS, BY ALLOWING REMOTE PUBLIC COMMENT VIA VIDEO CONFERENCING.

TO SIGN UP FOR REMOTE COMMENTS, INDIVIDUALS MUST RESERVE TIME BY EMAIL OR PHONE, BY 9:00 a.m. ON THE DAY OF THE MEETING.

AND, OF COURSE, MEMBERS OF THE PUBLIC MAY CONTINUE TO MAKE PUBLIC COMMENT IN PERSON.

SECOND, TO COMPLEMENT THE EXPANSION OF WAYS THAT INDIVIDUALS CAN MAKE PUBLIC COMMENT AT OUR OPEN MEETINGS, AND TO REDUCE THE POSSIBILITY OF TECHNICAL CHALLENGES THAT ARE LIKELY TO OCCUR DURING THE COURSE OF THE MEETING, GIVEN REMOTE COMMENTING, STAFF IS RECOMMENDING IMPLEMENTING A SINGLE PUBLIC COMMENT PERIOD AT THE BEGINNING OF THE OPEN MEETING WHERE SPEAKERS WOULD RECEIVE UP TO FIVE MINUTES, DEPENDING ON THE NUMBER OF ITEMS THAT THEY WISH TO ADDRESS.

STAFF IS RECOMMENDING A COUPLE CHANGES TO THE BOARD TRAVEL POLICIES.

FIRST, TO ALLOW EXCEPTIONS TO BE MADE BY THE CHAIR.

CURRENTLY, EXCEPTIONS ARE MADE BY THE FULL BOARD.

AND OTHER CHANGES ARE BEING PROPOSED TO ALIGN WITH CAPITAL METRO FINANCE DEPARTMENT POLICIES ON TRAVEL.

FOR EXAMPLE, EMPLOYEES AND BOARD MEMBERS NO LONGER NEED TO SUBMIT TRAVEL REQUESTS 14 DAYS IN ADVANCE.

SO WE REMOVED THAT FROM THE POLICY.

AND MOVING ON TO THE SECOND POLICY THAT'S UP FOR CONSIDERATION, IT'S THE CAPITAL IMPROVEMENT POLICY.

CAPITAL METRO IS REQUIRED BY STATUTE TO ADOPT A FIVE-YEAR PLAN FOR CAPITAL IMPROVEMENT PROJECTS.

THIS POLICY LAYS OUT WHAT NEEDS TO BE INCLUDED IN THE PLAN, AND IT IS INTENDED TO GUIDE FUNDING DECISIONS DURING THE CAPITAL METRO BUDGET REVIEW PROCESS.

THE ENTERPRISE PROJECT FULLY OWNED MANAGEMENT COMMITTEE, THE EPPM COMMITTEE OVERSEES THIS PROJECT HERE AT CAPITAL METRO, AND THERE ARE ONLY TWO SUBSTANTIVE CHANGES TO THIS POLICY THAT STAFF IS RECOMMENDING.

FIRST, STAFF IS DELETING LANGUAGE THAT WAS REFLECTIVE OF A SPECIFIC SOFTWARE THAT CAPITAL METRO USED TO USE.

THE SOFTWARE IS CALLED "DECISION LENS" AND THAT'S FOR INVESTMENT ANALYSES, BUT DUE TO SOFTWARE LIMITATIONS WE HAVE RETIRED THAT SOFTWARE AND WE CURRENTLY DO THESE ANALYSES USING EXCEL.

AND PRIORITIZATION OF OUR PROJECTS THAT STILL CONTINUES -- IT'S STILL [indiscernible] -- YES, SO THAT ANALYSIS STILL CONTINUES.

IT GOES THROUGH A RIGOROUS PROCESS AND THEN IT IS OUTLINED IN THE REMAINDER OF THE POLICY.

WE ALSO DELETED LANGUAGE THAT SPEAKS TO THE PRESIDENT AND CEO AND THE BOARD PRESCRIBING A FORMAT FOR ANALYSIS.

THIS IS JUST A FUNCTION OF THE PRESIDENT AND THE CEO OR THE BOARD AND IT IS A PROCESS THAT IS CONTROLLED BY THE FINANCE DEPARTMENT WITH INPUTS FROM EPPM COMMITTEE.

SECOND, STAFF REORGANIZED THE CRITERIA THAT IS USED TO DETERMINE PROJECT PRIORITY.

HOWEVER, WE CONTINUE TO ADDRESS THE SAME FACTORS, SUCH AS CUSTOMER EXPERIENCE, SAFETY, REGULATORY -- WHICH INCLUDES ENVIRONMENTAL ISSUES AND QUALITY OF LIFE.

AND THESE CHANGES ALIGN WITH RECOMMENDATIONS BY THE EPPM COMMITTEE.

THOSE ARE THE PROPOSED CHANGES THAT I WANTED TO PRESENT.

I'M HAPPY TO ANSWER ANY QUESTIONS THAT YOU HAVE.

YES?

>> Cooper: MEMBER KITCHEN, GO AHEAD.

>> Kitchen: I CAN'T HEAR MUTED.

>> Cooper: YOU'RE MUTED.

>> Kitchen: OKAY, A COUPLE QUESTIONS ON THE SECOND POLICY.

THE -- THE CAPITAL IMPROVEMENT PLAN POLICY.

SO THE CHANGES THAT RELATE TO THE PRIORITIZATION PROCESS, COULD YOU GO OVER THAT AGAIN?

MY DOCUMENT DOESN'T REALLY SHOW RED LINES.

SO CAN YOU -- I KNOW THAT YOU MENTIONED IT, BUT I DIDN'T QUITE CATCH WHAT YOU WERE SAYING THERE.

WHAT EXACTLY ARE THE CHANGES TO THE PRIORITIZATION PROCESS?

>> YES.

THOSE CHANGES -- WHAT WE REALLY DID IS REORGANIZED THE CRITERIA, THE FACTORS THAT WE LOOKED AT.

SO ALL OF THE FACTORS ARE THERE, AND WE STILL CONSIDER, FOR EXAMPLE, PUBLIC SAFETY,

REGULATORY ISSUES SUCH AS ENVIRONMENTAL ISSUES, QUALITY OF LIFE OF OUR CUSTOMERS AND THE CUSTOMER EXPERIENCE.

THOSE ARE ALL FACTORS THAT WE CONSIDER.

WE JUST REORGANIZED THEM TO ALIGN WITH THE EPPM COMMITTEE.

>> Kitchen: RE-ORGANIZED.

DOES THAT MEAN CHANGE THE PRIORITY OR JUST RE-WROTE THEM?

>> WE RE-WROTE THEM.

>> Kitchen: OKAY, SO IT'S NOT A WAITING FACTOR AMONGST THE PRIORITIES OR ANYTHING LIKE THAT?

>> NO, IT'S NOT.

>> Kitchen: SO IT'S NOT A SUBSTANTIVE CHANGE, MORE OF A LANGUAGE CHANGE?

>> YES.

>> Kitchen: OKAY, OKAY, YEAH, I'M LOOKING AT THAT HERE.

SO WHAT SUBSTANCE CHANGES WERE MADE TO THE COMMUNITY INVOLVEMENT PROCESS -- NOT COMMUNICATE INVOLVEMENT -- I'M SORRY TO THE CAPITAL IMPROVEMENT PLAN POLICY?

>> WE JUST -- ONE, I WOULD SAY THAT WE REMOVED -- WE HAVE REMOVED ANY LANGUAGE THAT RELATED TO AN ANALYSIS, BECAUSE WE NO LONGER USE A SYSTEM.

REALLY, ALL WE'RE DOING REALLY IS ALIGNING WITH OUR CURRENT PROCESS.

SO THE CHANGES THAT WE MADE IN THAT POLICY IS TO ALIGN WITH HOW WE CURRENTLY DO THE ANALYSES, AND HOW WE -- TO MAKE SURE THAT THE FACTORS ARE THERE FOR THE PRIORITIZATION.

SO SUBSTANTIVELY, NOT THAT MUCH.

>> Kitchen: WELL, I'M JUST ASKING FOR SPECIFICS, BECAUSE I DON'T HAVE A RED LINE VERSION IN MY PACKET.

>> SURE.

>> Kitchen: AND, REALLY, I'M NOT CONCERNED ABOUT LANGUAGE CHANGES TO MOVE THINGS AROUND.

REALLY, JUST MORE CONCERNED ABOUT IF THERE'S A SUBSTANCE CHANGE, AND [indiscernible] HAVING TROUBLE IDENTIFYING WHAT THE CHANGES ARE IN THAT PARTICULAR --

>> OKAY.

>> Kitchen: SO IF I'M HEARING -- OKAY, GO AHEAD, THANK YOU.

>> SORRY, SORRY.

THERE ARE REALLY, IN MY OPINION, TWO SUBSTANTIVE CHANGES.

>> Kitchen: OKAY.

>> ONE, WE FINALLY DISCUSSED -- YOU AND I KIND OF BRIEFED, AND IT WASN'T AS SUBSTANTIVE AS IT IS.

AND THE SECOND IS DELETING LANGUAGE THAT RELATED TO A SYSTEM THAT WE NO LONGER SUBSCRIBE TO.

AND REMOVE LANGUAGE THAT STATED THAT THE CEO AND THE BOARD WOULD PRESCRIBE A FORMAT FOR THE ANALYSES, THAT IS JUST NO -- THAT'S NOT THE ROLE OF THE PRESIDENT AND THE BOARD, THAT IS STAFF'S RESPONSIBILITY.

AND SO I REMOVED THAT LANGUAGE.

>> Kitchen: AND BY "FORMAT" DOES THAT JUST MEAN WHAT IT SOUNDS LIKE?

>> YES.

>> Kitchen: WHAT -- I MEAN, IT'S NOT A SUBSTANCE THING, IT'S MORE OF HOW INFORMATION IS PRESENTED?

>> THAT IS CORRECT.

>> Kitchen: OKAY.

ALL RIGHT, I HAVE TWO OTHER QUESTIONS, BUT, CHAIR, IF YOU WOULD LIKE TO CALL ON SOMEONE ELSE, YOU WANT TO DO THAT OR SHOULD I GO AHEAD?

>> Cooper: I DON'T THINK -- I DON'T SEE ANY OTHER HANDS.

I'LL JUST LET FOLKS KNOW THAT WE NEED TO GET TO ACTION ITEM NUMBER 4, AND I KNOW THAT A NUMBER OF YOU WANT TO GET TO THE STATE OF THE CITY.

SO IF YOU HAVE A LOT, MAYBE WE TABLE THIS ONE AND GO TO 4 WHILE WE HAVE A QUORUM AND COME BACK TO THIS ONE.

HOWEVER YOU WANT TO DO IT --

>> Kitchen: OKAY, I CAN BE VERY QUICK.

ONE IS A QUESTION THAT I'LL LEAVE TO LATER AND THEN I'LL ASK JUST ONE QUESTION.

THAT'S IN THE TRAVEL POLICY.

SO THERE'S A SUBSTANTIVE CHANGE TO HAVE THE CHAIR, NOT THE FULL BOARD, APPROVE CHANGES TO TRAVEL FUNDS FOR AN INDIVIDUAL BOARD MEMBER.

YOU KNOW, THIS IS NO REFLECTION ON THE CURRENT CHAIR, SO PLEASE DON'T TAKE IT THAT WAY, BUT IT IS JUST THAT I'M NOT CERTAIN WHAT THE REASON FOR THE CHANGE IS?

>> I GUESS THAT I CAN RESPOND TO THAT.

I THINK THAT, MEMBER, THE ONLY PURPOSE WAS IT WOULD BE EASIER TO DO SOMETHING AND THEN

THE BOARD WASN'T AVAILABLE TO MEET.

SO IF THE BOARD DOESN'T WANT TO CHANGE IT, THAT IS OKAY AT THIS TIME.

WE'RE JUST TRYING TO MAKE IT EASIER FOR THINGS.

>> Kitchen: HAS IT BEEN A PROBLEM IN THE PAST?

>> I DON'T BELIEVE SO.

I THINK THAT, AGAIN, THE IDEA IS TO HAVE MORE CONSISTENCY ACROSS DOCUMENTS, BUT, AGAIN, JUST TRYING TO STREAMLINE AND MAKE THINGS EASIER IF THE BOARD NEEDS THAT.

>> Kitchen: WELL, FROM MY PERSPECTIVE I WOULDN'T CHANGE IT UNLESS WE'RE TRYING TO SOLVE A PROBLEM SO I THINK IT MAKES MORE SENSE TO LEAVE IT WITH THE FULL BOARD, UNLESS THERE'S A PROBLEM THAT I'M NOT AWARE OF.

>> Clarke: WE HAVEN'T HAD A LOT OF ISSUES RELATED TO TRAVEL.

IT'S ONLY COME UP ONCE IN MY SEVEN YEARS.

I WOULD SAY THAT I'M NOT SURE FOR THE NEXT YEAR -- I DON'T CARE ONE WAY OR THE OTHER.

I DON'T FEEL THAT IT'S A GREAT PART OF MY PROBLEMS TO HAVE TO GET IN THE MIDDLE OF IT

ON THE OTHER HAND, I DON'T KNOW THAT WE NEED THE FULL BOARD TO DEAL WITH A \$50 ITEM, SO I THINK THAT IS SORT OF A WASTE OF EVERYBODY'S TIME MYSELF.

>> Kitchen: I HEAR THAT.

MY CONCERN IS TOTALLY A PROCESS CONCERN AND THINKING FROM A PROCESS PERSPECTIVE, BECAUSE WHAT IT SAYS IS THAT IT GIVES THE CHAIR THE DISCRETION TO MAKE EXCEPTIONS TO THE AMOUNT THAT AN INDIVIDUAL CAN INCUR FOR -- FOR TRAVEL.

AND IT JUST SEEMS TO ME THAT'S NOT SOMETHING THAT A CHAIR WOULD WANT, YOU KNOW, ONE PERSON WANT TO HAVE THE ABILITY TO DO THAT.

BUT, YOU KNOW, I DON'T CARE THAT MUCH ONE WAY OR THE OTHER, I THINK THAT IT'S JUST IMPORTANT FOR PEOPLE TO UNDERSTAND THAT'S WHAT WE'RE CHANGING.

>> THAT'S NOT A HILL THAT I'M GOING TO DIE ON, BUT --

>> Kitchen: YEAH, ME NEITHER.

I JUST DON'T SEE -- YOU KNOW, I THINK THAT IT'S ALWAYS HAVE MORE PEOPLE INVOLVED IN A DECISION -- LIKE I SAID, I DON'T SEE A REASON FOR MAKING A CHANGE, BUT --

>> Clarke: JUST PART OF MY CREEPING EXPANSION OF POWER.

I DIDN'T THINK THAT ANYBODY WOULD CATCH IT.

>> Kitchen: YOU KNOW, CHAIR, THAT I'M NOT BRINGING IT UP BECAUSE IT HAS NOTHING TO DO WITH YOU, IT'S JUST A PROCESS.

I'M AN ATTORNEY LIKE YOU ARE AND SO I NOTICE STUFF LIKE THAT.

>> Cooper: WHATEVER Y'ALL WANT TO DO IS FINE WITH ME ON THIS.

>> Kitchen: IF THERE'S NO OBJECTION, I WOULD KEEP IT THE SAME IF PEOPLE FEEL THEY WANT TO CHANGE IT, THEY WILL CHANGE IT.

>>

>> Cooper: I WOULD LEAVE THE CHANGES AS IT IS MYSELF AND WE CAN MAKE IT EFFECTIVE IN THE NEXT BOARD CHAIR TO MAKE IT EASIER FOR THE BOARD.

I DON'T THINK THAT THE WHOLE BOARD NEEDS TO DEAL WITH IT MYSELF.

MEMBER ROSS?

>> Ross: I TEND TO AGREE.

MAYBE IF A COUPLE [indiscernible] FOR DOLLAR AMOUNTS, [indiscernible] WHAT THAT DISCRETION IS, BUT I WOULD THINK THAT IT IS A WASTE TO HAVE THE ENTIRE BOARD [indiscernible] BECAUSE IT IS PRETTY MINOR.

>> Cooper: ANY OTHER QUESTIONS OR COMMENTS ON THIS ITEM?

I THINK -- I THINK WE STILL HAVE MS. JOSEPH ON THE LINE WHO WANTED TO COMMENT ON THIS AS WELL BEFORE WE GET TO THE MOTION.

ED?

>> THANK YOU, MR. CHAIR, BOARD MEMBERS.

I'M ZENOBIA JOSEPH.

I JUST WANTED TO MAKE A FEW COMMENTS AS IT RELATED SPECIFICALLY TO THE PUBLIC COMMENT CHANGES.

FIRST, LET ME THANK COUNCILMEMBER KITCHEN FOR HER COMMENTS EARLIER AS SHE ADVOCATED FOR MORE TRANSPARENCY FOR THE PUBLIC.

AND I WANT TO THANK MS. WILLIAMS AS WELL, [indiscernible] AND COMMENTS RELATED TO NUMBER 2 WHICH WAS GOING TO ACTUALLY REQUIRE 24-HOUR ADVANCED NOTICE WITH MEETINGS.

AND NOW IT SAYS 9:00 a.m. ON PAGE 122 OF YOUR BOARD PACKET.

SO I JUST WANT TO CALL TO YOUR ATTENTION ONCE AGAIN -- I'M NOT SURE WHY 9:00 a.m. IS THERE.

TRAVIS COUNTY COMMISSIONERS COURT LEAVES THEIR PHONE NUMBER ON THE SCREEN AND INDIVIDUALS CAN CALL IN THROUGHOUT THE MEETING.

AND SO IF YOU NEED TO LIMIT THE TIME, I WOULD JUST ASK IT MAYBE BE 30 MINUTES BEFORE IF THAT WOULD HELP MR. EASTON ACTUALLY INFORM THE CHAIR OF WHO ELSE IS GOING TO BE CALLING IN.

OTHERWISE, I WOULD JUST ASK THAT YOU JUST ALLOW THE PUBLIC TO CALL IN AND JUST AS YOU DID

TODAY TO ASK IF THERE'S ANYBODY ON THE LINE OR IF YOU CAN SEE THE PHONE NUMBERS AND JUST ACKNOWLEDGE THAT SOMEBODY IS ON THE LINE.

I WOULD ALSO ASK THAT YOU RECOGNIZE THE CONSOLIDATED POLICIES ON PAGE 122 IS PROBLEMATIC.

THIS POLICY WAS FIRST BEFORE THE FINANCE COMMITTEE, BUT I DIDN'T SEE IT THERE.

I DIDN'T REALIZE IT UNTIL IT WAS TIME FOR THE OPERATIONS COMMITTEE.

I WOULD NOT LOOK UNDER CAPITAL IMPROVEMENT PROGRAM FOR A PUBLIC COMMENT.

AND SO IF YOU ARE GOING TO MAKE SUCH A DRASTIC CHANGE, I WOULD JUST ASK YOU TO RECOGNIZE THAT THERE WOULD NEED TO BE SOME KIND OF COMMUNICATION WITH THE PUBLIC.

AND NOT KEEP THIS IN THE DARK.

I HAVE A FEW RECOMMENDATIONS.

I WOULD ASK YOU TO PUT THE CODE ON THE NOTICE, PHONE NUMBER AND THE CODE, JUST LIKE THE HOUSING AUTHORITY OF THE CITY OF AUSTIN.

THAT WOULD ALLEVIATE HAVING SOMEONE ACTUALLY HAVING TO EMAIL OR CALL.

AND THE PROBLEM THAT I HAVE WITH IT IS THAT, ONE, IS BACK ON JULY 8, 2020 FOR THE CSAC COMMUNITY MEETING FOR THE CUSTOMER SEARCHZ ADVISORY COMMITTEE, FOR EXAMPLE.

IT TOOK ME 20 MINUTES AND I FINALLY EMAILED MR. EASTON, THOUGH THAT'S NOT HIS AREA TO ASK IF HE COULD INTERVENE.

I DON'T THINK THAT THE STAFF SHOULD BE A BARRIER OR GATEKEEPERS AND THEY SHOULD LISTEN TO BOTH SIDES OF THE ISSUE.

SO I WOULD JUST ASK YOU TO BE TRANSPARENT POSTED ON THE NOTICE.

AND I WOULD ASK YOU TO ALLOW TO CALL IN -- CALLING INTO THE MEETING, I WOULD ASK YOU TO RECOGNIZE THAT CSAC DID VOTE TO MOVE FORWARD WITH THAT ON PAGE 12 OF YOUR PACKET.

AND I WOULD ASK THE POLICY TO ACTUALLY REFLECT THAT.

IT'S NOT A DIFFICULT PROCESS.

I USE MY PHONE SOMETIMES AND I USE AN MP3 PLAYER AND YOU JUST UPLOAD THAT AND THE CITY OF AUSTIN DOES THAT AS WELL.

THEY HAD A COMMITTEE MEETING FOR THE VISITOR IMPACT TASKS AND ALL OF THOSE MEETINGS ARE JUST RECORDED AUDIOS.

LASTLY, I WOULD ASK YOU TO RECOGNIZE THAT THE FIVE MINUTES IS PROBLEMATIC.

AT THE TEXAS LEGISLATURE WE HAD THE TEXAS [indiscernible] REMOVE, AND HOWEVER LONG IT TAKES.

AND NOT SAYING THAT YOUR MEETING GO 23 HOURS BUT TO RECOGNIZE THAT WE HAVE A

PROTRACTED DISCUSSION AS YOU DID TODAY, THEN IF SOMEONE TESTIFIED AT THE BEGINNING, AND THEN THEIR COMMENTS WOULD PROBABLY BE LOST BY THE TIME YOU GOT TO THAT ACTION ITEM.

AND THEN IF I COULD, MR. CHAIR, JUST WITH THE STRATTON IDENTIFICATION.

IF YOU GO BACK TO PAGE 119, YOU WOULD SEE APPROXIMATELY 50 ORGANIZATIONS THAT WERE LISTED DURING THE [indiscernible] AND SO THERE ARE ORGANIZATIONS THAT ARE LISTED BY NAME.

IN FACT, THANK YOU FOR ALLOWING ME TO BE EXPANSIVE.

I KNOW THAT YOU HAVE A SHORT TIME FRAME RIGHT NOW BUT IF YOU HAVE ANY QUESTIONS, I ASK YOU TO LISTEN TO THE QUESTION.

AND I HAVE BEEN TALKING FOR MR. BANKS FOR 14 DAYS WITH HIS EMPLOYMENT AT CAPITAL METRO SO WE ARE GIVING INPUT [indiscernible]

THANK YOU.

IF YOU HAVE ANY QUESTIONS I'LL GLADLY ANSWER THEM AT THIS TIME.

>> Cooper: THANK YOU, MS. JOSEPH.

>> YOU'RE WELCOME.

>> Cooper: QUESTIONS FOR MS. WILLIAMS?

IF NOT, THE CHAIR WILL ENTERTAIN A MOTION WITH RESPECT TO ACTION ITEM NUMBER 3.

NO MOTION.

THE CHAIR WILL MOVE TO APPROVE ACTION ITEM NUMBER 3.

>> Stratton: SECOND.

>> Cooper: DISCUSSION?

MEMBER KITCHEN?

>> Kitchen: I JUST WANT TO UNDERSTAND THE REASON FOR THE 9:00 a.m., OUR SPEAKER ASKED ABOUT 9:00 a.m., HAVING THAT AS A DEADLINE.

CAN STAFF JUST PROVIDE ME WITH SOME BACKGROUND ON THE THINKING BEHIND SETTING THAT AS A DEADLINE?

>> WE SAID 9:00 a.m. ON THE DAY OF.

THAT ALLOWS TIME FOR ED EASTON TO INFORM THE CHAIR THAT THE SPEAKERS ARE WISHING TO PROVIDE COMMENT VIRTUALLY.

AND IT ENSURES THAT WE ARE ABLE TO GET SPEAKERS ONLINE AND CONNECTED TO THE MEETING.

AND SO JUST FOR PREPARATION PURPOSE, THE EVE OF DOING THE MEETING FOR EVERYBODY, AND TO ENSURE THE PUBLIC IS HEARD.

>> Kitchen: IS THERE -- UM-- ONE -- CHAIR, IF I MAY -- ONE QUICK FOLLOW-UP?

>> Cooper: SURE.

>> Kitchen: OKAY.

SO -- WELL, I DON'T KNOW -- OKAY.

I HEAR THAT.

I AM NOT CERTAIN WHY IT TAKES THREE HOURS BUT I DON'T KNOW WHAT ALL THE TASKS ARE THAT HAVE TO BE ACCOMPLISHED DURING THAT TIME.

SO I JUST THINK THAT IT'S -- YOU KNOW, WE SHOULD DO EVERYTHING THAT WE CAN TO ALLOW THE PUBLIC SOME MORE TIME PERIOD, BECAUSE, YOU KNOW, SOMETIMES THEY FIGURE THINGS OUT -- YOU KNOW, THEY WERE NOT AWARE OF THINGS.

AND THEY MAY DECIDE THEY WANT TO COMMENT.

SO, LIKE I SAID, I'M NOT CERTAIN WHAT TASKS HAVE TO BE ACCOMPLISHED BETWEEN 9:00 AND 12:00, IF IT'S JUST A MATTER OF LETTING THE CHAIR KNOW, I'M NOT CERTAIN THAT WE NEED THREE HOURS.

IF THERE'S MORE TO IT FROM A TECHNICAL PERSPECTIVE, THEN I'M NOT AWARE OF WHAT THAT IS, SO --

>> MS. WILLIAMS, ONCE WE GO BACK TO IN-PERSON MEETINGS, WHICH WILL HOPEFULLY BE IN THE NOT-TOO-DISTANT FUTURE, PEOPLE CAN COME TO THE MEETING AND SIGN UP OUTSIDE THE DOOR.

SO THIS WOULD PRIMARILY DEAL WITH THOSE WANTING TO SHOW UP AND DO VIDEO CALLS.

THE ONE THING THAT I WOULD SAY IS THAT WE'RE EXPANDING THE WAY THAT PEOPLE CAN PARTICIPATE.

FOR A PERIOD OF TIME IT MIGHT BE GOOD TO HAVE A LITTLE MORE.

STILL, IF YOU COME DOWN, YOU CAN SIGN UP OUTSIDE THE DOOR, AND HOPEFULLY PEOPLE WILL DO THAT.

BUT I'M EXCITED ABOUT THE IDEA THAT NOW PEOPLE -- WHETHER WE'RE REMOTE OR NOT OURSELVES, THAT THEY CAN APPEAR REMOTELY.

SO THIS -- I DON'T KNOW WHAT THE RIGHT AMOUNT OF TIME IS, BUT THREE HOURS IS PROBABLY NOT TOO MUCH TO ASK RANDY.

>> FOR A SECOND TIME I WOULD HOPE THAT WE DON'T LOSE A QUORUM.

I WAS JUST TOLD FOR COMPARISON SAKE, AND I'M NOT SAYING THAT ONE IS RIGHT OR WRONG, THAT THE CITY IS ALMOST 24 HOURS.

SO JUST FOR COMPARISON'S SAKE IF THAT IS HELPFUL FOR EVERYONE.

>> Kitchen: YEAH.

I WAS LISTENING TO THE COMPARISON WITH THE COUNTY AND I DON'T PARTICULARLY AGREE WITH THE CITY'S DEADLINE.

BUT, AGAIN, IF THERE'S A CONCERN AND A REASON FOR IT, THAT IS FINE.

THAT WAS JUST MY QUESTION.

>> Cooper: I THINK THAT WE HAVE A MOTION AND A SECOND.

ANY OTHER DISCUSSION?

IF THERE'S NONE, ALL IN FAVOR OF THE MOTION, PLEASE INDICATE BY SAYING AYE WHEN I CALL ON YOU.

MEMBER ROSS?

SORRY?

THAT WAS AN AYE?

>> Ross: YES.

>> Cooper: THANK YOU.

MEMBER RENTERIA.

IS HE STILL WITH US?

MIGHT HAVE LOST -- I DON'T SEE HIM ON THE -- MEMBER STRATTON?

>> Stratton: AYE.

>> Cooper: MEMBER POOL.

LOOKS LIKE WE MIGHT HAVE LOST MEMBER POOL.

MEMBER KITCHEN?

>> Kitchen: AYE.

>> Cooper: MEMBER TRAVILLION.

>> Travillion: AYE.

>> Cooper: MEMBER MITCHELL?

>> Mitchell: AYE.

>> Cooper: AND COOPER IS AN EYE.

MOTION CARRIES.

SIX IN FAVOR, AND NONE AGAINST AND TWO NOT PRESENT.

THANK YOU.

>> Kitchen: CHAIR, CAN I MAKE A VERY, VERY QUICK 10-SECOND REQUEST.

>> Cooper: SURE.

>> Kitchen: CAN I ASK PRESIDENT CLARKE AS WE PROCEED WITH THIS PROCESS AS WE LEARN FROM IT, CAN YOU GET BACK TO US, AND IF IT IS POSSIBLE TO ALLOW THE PUBLIC MORE TIME, THEN I'D LIKE TO DO THAT.

>> Clarke: YEAH, OF COURSE, DEFINITELY, BOARD MEMBER.

>> Cooper: OUR FINAL ACTION ITEM IS NUMBER 4, APPROVAL OF A RESOLUTION AUTHORIZING THE PRESIDENT AND CEO OR HIS DESIGNEE TO FINALIZE AND EXECUTE A CONTRACT WITH MODERN RAILWAY SYSTEMS INC FOR THE CONSTRUCTION OF THE LAKELINE TO LEANDER DOUBLE TRACK PROJECT AND THE MCKALLA PROJECT COMPONENTS FOR A TOTAL NOT TO EXCEED \$8,104,000 AND MR. CARTWRIGHT IS WITH US TO MAKE THE PRESENTATION.

>> THANK YOU, CHAIR COOPER AND BOARD MEMBERS AND PRESIDENT AND CEO CLARKE, I'M THE VICE PRESIDENT OF CONSTRUCTION FACILITIES AND THANK YOU FOR READING THAT RESOLUTION.

I DO HAVE A COUPLE QUICK SLIDES.

I WOULD LET YOU KNOW ON THIS PARTICULAR ITEM THAT IS FUNDING IS AVAILABLE IN THE BUDGET.

AND THE GOAL OF 19.7% WAS ESTABLISHED FOR THIS IN AND MODERN RAILWAY SYSTEMS IS PROPOSING TO EXCEED THAT 23.9%, SB COMPLIANCE.

I WILL MENTION THAT THIS ITEM WAS PRESENTED TO THE BOARD AND OPERATION PLANNING AND SAFETY COMMITTEE AND WAS RECOMMENDED FOR APPROVAL.

NEXT SLIDE PLEASE, ED.

SO VERY QUICKLY, CAPITAL METRO IS CONTINUOUSLY LOOKING FOR OPPORTUNITIES TO IMPROVE SERVICE RELIABILITY AND FREQUENCY IN OUR RED LINE REGIONAL RAIL SYSTEM.

AND WE HAVE THE LOCATIONS IDENTIFIED WAS OUR LONGEST SPAN OF TRACK, SINGLE TRACK, WHICH IS BETWEEN THE LAKELINE AND LEANDER STATIONS.

AND WE IDENTIFIED THAT WE NEED TO ADD A SECTION OF DOUBLE TRACK THERE TO ALLOW FOR TRAIN PASSING THAT WOULD SUPPORT THE IMPROVED RELIABILITY AND FREQUENCY, ESPECIALLY AS IT RELATES TO OUR RAIL SERVICE TO LEANDER.

THIS PARTICULAR PROJECT HAS CONSTRUCTION OF OUR NEW SECTION OF TRACK AND THE REALIGNMENT OF OUR EXISTING SINGLE TRACK AS WELL DRAINAGE AND BRIDGE WORK.

AND THE ITEMS FOR MCKALLA RAIL STATION PROJECT.

THE REASON THAT THESE ARE INCLUDED IN THIS PROJECT IS THAT THOSE PARTICULAR ITEMS CAN TAKE UP TO A YEAR TO MANUFACTURE, SO BY ADDING THESE INTO THIS WITH OUR CONTRACT, WE CAN FACILITATE THE TIMELINE FOR THE MCKALLA RAIL STATION PROJECT, WHICH IS CURRENTLY IN DESIGN.

SO THAT'S WHY THOSE ARE ADDED.

NEXT SLIDE, PLEASE.

SO THE TOTAL FOR THE DOUBLE TRACKING PROJECT IS JUST OVER \$6.5 MILLION.

THE COMPONENTS FOR THE MCKALLA RAIL STATION ARE \$390,800.

A CONTINGENCY OF JUST UNDER \$1.4 MILLION ARE REQUESTED FOR A TOTAL OF ABOUT \$8.3 MILLION THAT THE CHAIR MENTIONED.

IF THIS IS APPROVED TODAY WE WOULD BEGIN THE PROJECT IN SEPTEMBER AND COMPLETE IT IN APPROXIMATELY ONE YEAR.

WITH THAT, I'LL BE HAPPY TO ANSWER ANY QUESTIONS THAT YOU MAY HAVE REGARDING THIS QUESTION.

>> Cooper: THANK YOU, KEN.

ANY QUESTIONS FOR KEN?

I'LL MAKE A QUICK COMMENT.

AS SOMEBODY WHO HAS BEEN AROUND AND INVOLVED IN THE RED LINE SINCE ITS INCEPTION, IT'S, WHAT -- 17, 18 YEARS AGO -- IT IS NICE TO SEE US GROWING UP WITH THIS DEMONSTRATION PROJECT INTO A REAL RAIL LINE.

THIS IS NOT A VERY SEXY CAPITAL IMPROVEMENT ITEM BUT IT IS ONE THAT FUNCTIONALLY WILL MAKE A BIG DIFFERENCE IN THE -- IN THE USEFULNESS AND THE ABILITY OF THIS RED LINE TO DELIVER ON THE PROMISES MADE LONG AGO.

SO I'M PERSONALLY PRETTY EXCITED ABOUT THIS, AS MUCH AS YOU CAN GET EXCITED ABOUT A SECOND SET OF RAILROAD TRACKS.

BUT I THINK THAT THIS WILL BE SOMETHING THAT WILL BE VERY IMPORTANT IN YEARS TO COME.

SO I'M DELIGHTED TO SEE IT.

ANY OTHER QUESTIONS FOR KEN, IF NOT, THE CHAIR WILL ENTERTAIN A MOTION WITH RESPECT TO APPROVAL ACTION NUMBER 4.

>> Travillion: APPROVAL OF ACTION ITEM NUMBER 4.

>> Cooper: ANY DISCUSSION?

>> JUST A QUESTION HERE REAL QUICK.

BECAUSE I DON'T DISAGREE THAT THIS IS A NEEDED CHANGE.

BUT I DO HAVE A FEW QUESTIONS THAT AREN'T REALLY NECESSARY FOR THE SAKE OF THIS MEETING, BUT IF SOMEBODY COULD REACH OUT TO ME -- I WOULD JUST LIKE SOME CLARIFICATIONS ON JUST

SOME HISTORY AND THOSE SORT OF THINGS.

>> WE'LL BE HAPPY TO DO THAT.

>> THANK YOU VERY MUCH.

>> Cooper: MEMBER STRATTON.

>> Stratton: YEAH, MR. CHAIR, I JUST WANTED TO SAY THIS IS SOMETHING THAT I -- THAT I HAVE BEEN REALLY KEENLY INTERESTED AND AWARE IN FOR SOME TIME NOW.

REALLY, SINCE THE -- SHORTLY AFTER I GOT ON THE BOARD OF DIRECTORS REPRESENTING WILLIAMSON COUNTY, BEFORE LEANDER ACTUALLY RECEIVED AN OFFICIAL SEAT AT THE TABLE AS THE SMALL CITIES REPRESENTATIVE.

I RECEIVED LOTS OF FEEDBACK FROM FOLKS IN THE LEANDER AREA SAYING WHAT COULD WE DO TO IMPROVE THE RELIABILITY OF SERVICE TO LEANDER FOR THE RED LINE.

AND THIS IS A HUGE STEP, A VERY HUGE STEP IN THAT DIRECTION.

THERE ARE A LOT OF THINGS I KNOW THAT HAVE -- THAT HAVE BEEN SOME HICCUPS ALONG THE WAY TO YOUR POINT, CHAIRMAN COOPER.

THERE'S SOME PROMISES THAT HAVE BEEN MADE AND THERE WERE PROMISES THAT WERE NOT KEPT FOR MANY YEARS.

BUT I THINK THAT THIS IS A GREAT STEP IN THE RIGHT DIRECTION AND THE LEADERSHIP THAT WE HAVE HERE AT CAP METRO AND THE THINGS THAT I HAVE SEEN HAPPENING -- THE RESPONSIVENESS THAT THIS BOARD HAS SHOWN AND THAT RANDY'S LEADERSHIP AND THAT MEMBERS OF THE STAFF HAVE SHOWN TO LISTEN TO ME WHEN I GOT ON BOARD AND STARTED BRINGING SOME OF THESE CONCERNS TO THEM BEFORE, YOU KNOW, LEANDER ITSELF ACTUALLY HAD A VOICE ON THE BOARD, HAS BEEN REALLY -- REALLY, REALLY IMPRESSIVE AND A REAL EXPLANATION OF THE -- OF THE SUPPORT THAT I'M REALLY EXCITED TO SEE FOR THE COMMUNITY.

AND THIS IS -- THIS IS GOING TO BE A BIG DEAL.

I REALIZE THAT THERE'S BEEN SOME HICCUPS ALONG THE WAY.

YOU KNOW, POSITIVE TRAIN CONTROL AND FEDERAL MANDATES THAT WE CANNOT CONTROL THAT WE HAD TO SPEND MONEY ON, AND WE HAD TO SLOW SERVICES DOWN TO TAKE CARE OF THOSE KINDS OF THINGS.

AND THEN COVID, WHO KNEW, THOSE THINGS ARE OUT OF OUR CONTROL.

BUT THIS IS A REALLY BIG STEP IN THE RIGHT DIRECTION.

BETWEEN THIS AND "PROJECT CONNECT," I THINK THIS WILL BE A BIG THING FOR THE RESIDENTS OF LEANDER AND FOR THE COMMUNITY AS A WHOLE.

THIS IS GOING TO ALLOW FOLKS TO GET FROM LEANDER TO OTHER PARTS OF AUSTIN AND TO THE AIRPORT AND BEYOND ONCE WE GET "PROJECT CONNECT" UP AND RUNNING.

BUT ON THE OTHER HAND THAT, BASED ON WHAT I'M SEEING THAT LEANDER IS WORKING ON, IT IS GOING TO BE AN OPPORTUNITY FOR PEOPLE TO GET UP TO LEANDER AND DO THINGS AS WELL.

SO I'M EXCITED AND I'M REALLY LOOKING FORWARD TO THIS AND ESPECIALLY LOOKING AT THE TIMELINE THAT THIS TIME NEXT YEAR THIS PROJECT WILL BE DONE, THAT IS PRETTY FRICKING EXCITING.

SO THANK YOU, MR. CARTWRIGHT, AND THANK YOU RANDY CLARKE, AND THANK YOU TO THE BOARD OF DIRECTORS HERE THAT I HAVE BEEN SERVING WITH FOR THE LAST ALMOST THREE YEARS NOW WHO HAVE BEEN RESPONSIVE TO THIS AND TO OUR CONCERNS AND HELPED TO BRING THIS ALONG TO GET US TO THIS POINT.

THANK YOU ALL VERY MUCH.

>> Cooper: THANK YOU, MEMBER STRATTON.

WITH THE BY-PASS AND THE NEW DOWNTOWN STATION, WE HAVE TAKEN TWO GREAT STEPS INTO MAKING THIS REALLY ABLE TO RUN IN DIRECTIONS AND PROVIDE A FREQUENCY OF SERVICE THAT THE COMMUNITY IS GOING TO WANT.

ANY OTHER COMMENTS OR QUESTIONS ON THE MOTION?

IF NONE, THEN, PLEASE, VOTE AYE IF YOU'RE IN FAVOR AND NAY IF YOU'RE AGAINST WHEN I CALL YOUR NAME.

MEMBER ROSS?

>> Ross: AYE.

>> Cooper: THANK YOU.

MEMBER RENTERIA?

PROBABLY NOT PRESENT.

MEMBER STRATTON?

>> Stratton: AYE.

>> Cooper: MEMBER POOL I THINK IS NOT PRESENT.

MEMBER KITCHEN?

>> Kitchen: AYE.

>> Cooper: OKAY.

MEMBER TRAVILLION?

>> Travillion: AYE.

>> Cooper: OKAY, MEMBER MITCHELL.

>> Mitchell: MITCH COOPER IS AN A AS WELL.

AND NOBODY IS VOTING AGAINST.

MEMBER -- I'M SORRY, PRESIDENT CLARKE, WHAT IS YOUR SUGGESTION WITH RESPECT TO THE UPDATES AND THE REMAINING DISCUSSION ITEMS?

>> Clarke: THANK YOU.

I WOULD SAY, CHAIR, IF IT'S OKAY WE COULD BRING BACK THE REMAINING DISCUSSION ITEMS AND I KNOW THAT SOME MEMBERS HAVE TO LEAVE VERY QUICKLY.

AND THERE'S NOTHING THAT PERTAINS OF THE SENSE OF URGENCY THAT NEXT MONTH WE COULDN'T HANDLE THOSE, IF THAT'S OKAY WITH YOU ALL.

AND I COULD DO A TRUNCATED PRESIDENT'S ARE WANT AND I HAVE A COUPLE OF RECOGNITIONS THAT IS GOOD TO PUT OUT THERE IF THAT'S OKAY.

>> Cooper: SURE, WHY DON'T YOU GO AHEAD.

MEMBER KITCHEN?

>> Kitchen: I THINK THAT IS FINE.

I ASKED FOR A BRIEFING ON THE ITEM THAT WAS SUPPOSED TO COME FORWARD THAT INCLUDED THE OAK HILL AND NECHAKO EXPANSION AND SO YOU COULD DO THAT OFFLINE AND BRING THAT NEXT MONTH.

>> IF THERE'S A SLIDE DECK OR A MEMO FOR THAT TOPIC AND ANY OTHER BOARD MEMBER THAT WOULD LIKE AN UPDATE ON THAT, PLEASE LET US KNOW AND WE'LL HAPPY TO DO THAT BEFORE NEXT MONTH.

AND CARTER CAN DO THE 2021 SURVEY [indiscernible]

>> Kitchen: YEAH, I WOULD LIKE TO HEAR ABOUT THAT ALSO BUT I CAN DO THAT OFFLINE.

>> Clarke: OKAY, WITH THAT, CHAIR, I CAN DO MY PRESIDENT'S REPORT.

I KNOW THAT IT'S BEEN A FAIRLY LONG MEETING AND WE ALWAYS APPRECIATE THE BOARD MEMBERS DOING THAT.

FIRST, I WANT TO HIGHLIGHT A COUPLE OF RECOGNITIONS.

NUMBER ONE, VERY EXCITING NEWS.

LAST WEEK THE URBAN LAND INSTITUTE RECOGNIZED "PROJECT CONNECT" AND SO THAT'S OUR TRI-AGENCY, THE TRI-ORGANIZATION THAT WE ARE REFERRING TO NOW THAT WE HAVE A THIRD PART OF THAT WHICH IS CAP METRO AND THE CITY COMING TOGETHER WITH WHAT THEY CALL THE NEXT BIG IDEA.

A COOL AWARD AND WE'LL GET THAT PUT UP FOR THE CAP METRO BOARDROOM.

ONE FOR THE ATP BOARDROOM AND WE'LL GET ONE WITH THE CITY AND THE CITY WILL OBVIOUSLY DISPLAY WHERE THEY DECIDE THAT IT'S APPROPRIATE OVER THERE.

COMMISSIONER TRAVILLION WAS THERE, I APPRECIATE HIS -- AND VICE-CHAIR TRAVILLION -- THERE'S SO MANY TITLES THAT I APOLOGIZE, I FORGET WHAT ORGANIZATION WE'RE TALKING ABOUT.

BUT THE VICE-CHAIR WAS THERE, I APPRECIATE IT.

AND VERONICA, THE CHAIR OF ATP WAS ALSO THERE.

AND IT GOES TO THE GREAT PARTNERSHIP AND THE WORK FROM EVERYONE AND I JUST -- IT REALLY FEELS GOOD FOR THE COMMUNITY TO RECOGNIZE SUCH A BIG TRANSFORMATIONAL PROJECT.

SO THAT WAS ONE.

NUMBER TWO, I WANTED TO HIGHLIGHT THE ONE AND ONLY JACKIE NIRENBERG AND AS MANY OF YOU KNOW THAT JACKIE -- THERE'S NOT MANY PEOPLE THAT PUT IN THE TIME AND THE HARD WORK AND THE DEDICATION TO THE COMMUNITY LIKE JACKIE.

AND WTS, THE HEART OF TEXAS CHAPTER EVERY YEAR, ON THEIR ANNUAL -- THEIR ANNUAL MEETING, THEY SELECT A WOMAN OF THE YEAR.

AND JACKIE RECEIVED THAT THIS YEAR FOR HER EXCEPTIONAL LEADERSHIP IN OUR COMMUNITY, LEADING COMMUNITY ENGAGEMENT.

THE LARGEST PROGRAM THAT THE REGION WILL EVER SEE AND SHE'S PUT IN JUST COUNTLESS HOURS -- NIGHTS, WEEKENDS, YOU NAME IT.

AND JUST REALLY PROUD OF JACKIE AND REALLY HAPPY FOR HER ON THIS AMAZING AWARD.

CHAIR, I DO HAVE AN UPDATE ON THE FEDERAL COMPONENTS OF WHAT'S GOING ON IN D.C., BUT I THINK THAT I'LL SKIP THOSE FROM A TIME POINT OF VIEW.

THEY ARE IN YOUR PACKET.

THERE'S A LOT GOING ON IN D.C.

HOPEFULLY BY SEPTEMBER I'LL BE ACTUALLY TO GIVE MORE CLARITY ON WHAT DOES GET PASSED.

BUT EVERYTHING IN D.C. IS SEEMINGLY POSITIVE FOR OUR PROGRAMS MOVING FORWARD.

SO WE'LL WAIT AND SEE HOW THEY FINALIZE THOSE

AND LASTLY, I WANTED TO MENTION PICK-UP SERVICE.

SO THIS MONTH WE LAUNCHED THE SOUTH NECHAKO ON AUGUST 6TH AND THAT IS OFFICIALLY UNDERWAY AND THAT'S IN THE SLAUGHTER LANE, YOU KNOW, WEST IN BIRDIE LANE AREA.

AND I BELIEVE THAT BOARD MEMBER KITCHEN AND COUNCILMEMBER ELLIS DID A RIBBON CUTTING THERE.

AND THE NEXT ONE IS NORTH OAK HILL, AND TOMORROW I BELIEVE IS OUR OFFICIAL LAUNCH ON THAT AND THAT IS THE AREA KIND OF 290, THE PARKWAY, TRAVIS-COOK ROAD, THAT KIND OF AREA.

AND THAT GOES WITH THE OTHER TWO ZONES THAT WE LAUNCHED EARLIER THIS YEAR WHICH IS THE -- ESCAPING ME RIGHT NOW, THE OTHER ZONE THAT WE JUST LAUNCHED -- NORTH -- NORTH OAK

HILL AND THE GUSTALL, THAT WE JUST LAUNCHED.

AND THAT GOES INTO THE ADDITIONAL SERVICE HOURS INTO LEANDER AND A COUPLE OTHER ZONES ON SATURDAY SERVICE AS WELL, BETTER CONNECTIVITY TO THE WHOLE NETWORK.

SO, YOU KNOW, WE ARE IN COVID STILL, PRETTY HEAVILY, OBVIOUSLY, SO RIDERSHIP -- WE EXPECT IT TO CONTINUE TO GROW ON THOSE.

BUT REALLY COOL, CHAD AND SUSIE AND JAMES AND THE ENTIRE PICKUP TEAM, GOOD TECHNOLOGY OUT IN THAT COMMUNITY TO GET THAT KIND OF -- THOSE MORE DIFFICULT AREAS WITH CONNECTIVITY.

SO, CHAIR, LOTS GOING ON.

AGAIN, I WANTED TO REITERATE THANKS TO THE STAFF.

THEY ARE WORKING VERY HARD FOR OUR COMMUNITY, DESPITE SOME EXPERIENCE HEADWINDS OF COVID AND OTHER I THINK THIS IS.

BUT THEY CONTINUE TO DO THE MISSION.

AND THANK YOU TO THE BOARD FOR ALL OF YOUR SUPPORT.

THAT IS THE PRESIDENT'S REPORT.

>> Cooper: THANK YOU, PRESIDENT CLARKE.

AND THANKS TO ALL OF THE STAFF AND KUDOS TO JACKIE.

A LOT OF PEOPLE COULD BE RECOGNIZED FOR THEIR HEROIC EFFORTS THIS YEAR BUT NONE MORE DESERVING THAN FOR JACKIE FOR ALL OF THE WORK THAT SHE PUT INTO "PROJECT CONNECT" AND BEING OUT THERE ON THE FRONT LINES AND ANSWERING QUESTIONS AND DOING A FANTASTIC JOB.

AND KUDOS FOR STAFF FOR THESE PICK-UP ZONES SO QUICKLY.

AND IT'S GREAT TO SEE THE GOOD PROGRESS ON "PROJECT CONNECT" AND WE DIDN'T GET THE REPORT TODAY BUT I'M SUPER PROUD AND EXCITED OF WHAT ALL IS GOING ON WITH "PROJECT CONNECT."

SO LOTS GOING ON, VERY TOUGH ENVIRONMENT RIGHT NOW.

LET'S ALL BE SAFE OUT THERE AND GET YOUR VACCINE, WEAR YOUR MASKS.

AND SUPPORT YOUR FELLOW COMMUNITY MEMBERS.

SO THANKS, BOARD MEMBERS, FOR HANGING IN THERE, AND WE'LL SEE YOU ALL NEXT MONTH.

THANKS, EVERYBODY.

WE STAND ADJOURNED AT 3:56.

>> Clarke: THANK YOU ALL, TAKE CARE.

