

>> WELCOME, EVERYBODY TO THE AUSTIN TRANSIT PARTNERSHIP BOARD MEETING.

THE TIME IS 2:07 AND I WOULD LIKE TO CALL THIS MEETING TO ORDER.

WELCOME, EVERYONE.

NOW THAT WE'RE HERE IN PERSON, I WOULD LIKE TO ENCOURAGE ANY ONE OF YOU WHO WANTS TO WEAR YOUR MASKS TO PLEASE DO SO.

WE HAVE JUST NOW MOVED TO STAGE THREE OF THE PANDEMIC.

WE'RE GRATEFUL THAT YOU'RE HERE IN PERSON SO PLEASE USE PRECAUTIONS AS YOU SEE FIT.

WE HAVE A BIT OF TECHNICAL LOGISTICS TO ADDRESS AS WE HAVE ONE OF OUR BOARD MEMBERS, EX OFFICIO MEMBER, GINA FIANDACA, WILL BE JOINING US REMOTELY SO WE'RE TRYING TO GET ALL OF OUR DEVICES TO COORDINATE WITH HER SO BEAR WITH US AS WE DEAL WITH THIS NEW ERA OF TECHNOLOGY AND PANDEMIC AND IN PERSON AND DOING THE BEST WE CAN, SO THANK YOU, EVERYONE.

AT OUR LAST BOARD MEETING WE HAD SOMEONE ADDRESS THE BOARD REGARDING ACCOMMODATIONS FOR AMERICAN SIGN LANGUAGE, SO I WANTED TO REMIND EVERYONE THAT IF YOU DO NEED ACCOMMODATIONS FOR SIGN LANGUAGE, PLEASE LET CHLOE KNOW.

HER E MAIL IS POSTED ON THE AGENDA AND SHE WILL MAKE ACCOMMODATIONS FOR ANYBODY WHO WANTS TO ADDRESS THE BOARD IN SIGN LANGUAGE.

WE WILL HAVE AN INTERPRETER BUT WE NEED 24 HOUR NOTICE SO PLEASE DO SO.

AND JUST A REMINDER THAT OUR MEETINGS ARE CLOSED CAPTIONED AND SO WE'RE TRYING OUR BEST TO NOT ONLY FOLLOW THE FEDERAL LAW BUT ALSO BEST PRACTICES AS WE ADAPT TO NEW TOOLS THAT WE HAVE AT OUR DISPOSAL.

SO TODAY FOR PUBLIC COMMENT WE HAVE ONE SPEAKER SIGNED UP TO SPEAK, MS. SENOVIA JOSEPH.

IF YOU ARE HERE WITH US, YOU HAVE THE FLOOR AND YOU HAVE THREE MINUTES.

>> THANK YOU, MADAME CHAIR, BOARD MEMBERS, I'M SENOVIA JOSEPH.

IT'S SILENT ON MY END SO I APOLOGIZE IF THERE'S A DELAY.

I WANTED TO MAKE COMMENTS SPECIFICALLY RELATED TO THE ORANGE LINE, IN YOUR BOARD PACKET, PAGE NINE OF 121.

IT'S THE DISCUSSION ITEM AS IT RELATES TO PROJECT CONNECT.

I WANT TO STATE MY CONCERNS AS IT RELATES SPECIFICALLY TO THE INCLUSION OF NORTH LAMAR TRANSIT CENTER.

I WANT TO CALL TO YOUR ATTENTION THE LONG TERM VISION PLAN FOR PROJECT CONNECT EXCLUDED NORTH LAMAR TRANSIT CENTER.

THE FIRST STOP WAS SOUTH OF US 183 AT WEST ANDERSON.

I ALSO WANT TO CALL TO YOUR ATTENTION ON JULY 7, 2020 WHEN THERE WAS A CHANGE IN THE COST FROM \$10 BILLION TO \$7 BILLION, THE ORANGE LINE REMAINED THE SAME, \$2.5 BILLION FOR THE ORANGE LINE.

THE ORANGE LINE EXTENSION IS NORTH OF 183 IN TxDOT'S RIGHT OF WAY AND THAT'S IN THE MARCH 9, 2020 BOARD PACKET ON PAGE 29.

AND SO MADAME CHAIR, I KNOW BACK ON MARCH 17, 2021 DURING THE THIRD AUSTIN TRANSIT PARTNERSHIP MEETING YOU MENTIONED YOU WANTED TO LEARN THROUGH THESE MEETINGS AND YOU TALKED ABOUT BEING REALLY PASSIONATE ABOUT THE TUNNEL AND YOU WANTED TO KNOW ABOUT EXCAVATION AND MOTIVATING THE NEXT GENERATION OF ENGINEERS.

I WOULD ASK YOU WHEN YOU GET TO THE DISCUSSION ITEM TO PLEASE BE TRANSPARENT AND TO GET MR. MULLEN TO ACTUALLY EXPLAIN WHAT HAS CHANGED AS IT RELATES TO THE DOWNTOWN TUNNEL.

AS YOU MAY BE AWARE, HOUSE BILL 3893 FAILED TO PASS AND IN PART I WANT TO THANK KUT TRANSPORTATION REPORTER NATHAN BURNE FOR INCLUDING MY COMMENTS AS IT RELATES TO TITLE 6 OF THE CIVIL RIGHTS ACT OF 1964, WHICH PROHIBITS DISCRIMINATION BASED ON RACE, COLOR, AND NATIONAL ORIGIN.

AND I THANK THE MEMBERS WHO WERE THE TEXAS SENATORS WHO LISTENED TO ME WHEN I EXPLAINED TITLE 6.

HOWEVER, THE STORIES THAT HAVE COME OUT JULY 14, 2021 AS IT RELATES TO THE TUNNEL, THERE'S A KXAN STORY THAT ACTUALLY SAYS IT WASN'T FEASIBLE AND SO I WOULD JUST ASK THE REPORTERS TO BE ACCURATE IN THEIR REPORTING THAT'S BIASED AND I WANT TO SAY THANK YOU ONCE AGAIN TO NATHAN BURNE AND THERE WAS A JULY 14, 2021 ARTICLE BY COMMUNITY IMPACT THAT BOTH RECOGNIZED HOUSE BILL 3893 FAILED.

IN THE UPDATES FROM CAPITAL METRO THIS PAST MONDAY, THEY HAVE NOT ACKNOWLEDGED ANY CHANGES.

IT'S LIKE LISTENING TO TWO DIFFERENT SCENARIOS.

THERE'S THE ONE IN THE MEDIA.

THERE'S THE ONE THAT'S BEFORE THE BOARD AND THERE'S WHAT CAPITAL METRO SAYS, SO I GUESS THAT'S THREE DIFFERENT STORIES.

I WOULD ASK YOU TO GET THE NARRATIVE RIGHT AND TO LOOK AT THE HISTORY.

I CAN'T HEAR AND SO I'M JUST GOING TO CLOSE BY SAYING THE ONLY THING THAT CHANGED WAS ENHANCED METRO RAPID AND THERE'S A JANUARY 2018 CAMPO APPLICATION THAT SHOWS THAT ENHANCED METRO RAPID STARTS AT METRO RAIL CRESTVIEW AS WELL.

PLEASE STOP THE FALSE NARRATIVE ABOUT THE NORTH LAMAR TRANSIT CENTER BECAUSE THE MINORITIES ARE NOT GOING TO HAVE A RAIL FOR 20 TO 30 YEARS.

IF YOU HAVE ANY QUESTIONS, I WOULD GLADLY ANSWER THEM AND ASK YOU TO UPDATE THE BOARD AS IT RELATES TO THE VISUALLY IMPAIRED AND DEAF COMMUNITY.

THANK YOU.

>> THANK YOU, MS. JOSEPH.

DO WE HAVE ANY MORE SPEAKERS?

SIGNED UP TO SPEAK?

NO MORE?

THANK YOU.

WE'RE GOING TO MOVE ON TO OUR EXECUTIVE DIRECTOR REPORT.

RANDY CLARK.

>> THANK YOU, CHAIR.

APPRECIATE IT.

THANK YOU, BOARD MEMBERS FOR BEING HERE TODAY AND IT LOOKS LIKE WE'VE GOT A GOOD CROWD ATTENDING, SO THAT'S GREAT.

GREAT FOR SO MUCH INTEREST IN THE PROGRAM AND THE AUSTIN TRANSIT PARTNERSHIP.

I HAVE A COUPLE OF THINGS I WANT TO START OFF WITH.

ONE IS RELATED TO OUR KIND OF THE FEDERAL PART OF THE PROGRAM AND SO WE SHOULD HAVE A SLIDE.

ONE MORE.

THANK YOU.

JUST TO HIGHLIGHT HOW WE'RE MOVING THROUGH THE FEDERAL PROCESS AND I KNOW DAVE COUCH HAS UPDATED THE BOARD AND HE'LL TALK ABOUT IT THROUGH THE TECHNICAL UPDATE.

BUT I WANTED A FINER POINT ON HOW WE ARE WORKING THROUGH THE FEDERAL PROCESS.

FROM TIME TO TIME, YOU MAY SEE COMMENTS PUBLICLY OR EVEN ARTICLES AND I WANT TO ALWAYS GROUND EVERYONE IN THE PROCESS AND I THINK WE'LL HAVE TO CONTINUE TO WORK IN OUR COMMUNITY TO EXPLAIN THE PROCESS.

THESE ARE ALL NEW IN OUR COMMUNITY SO I'M NOT SURE EVERYONE IT'S COMPLICATED AND WE ARE GOING TO DO THE BEST WE CAN TO CONTINUE TO REINFORCE THAT THERE IS A PROCESS.

WE ARE DOING THE PROCESS AS INTENDED.

WE'RE FEELING VERY GOOD WHERE WE ARE IN THAT PROCESS.

A GOOD EXAMPLE OF THAT WOULD BE OUR EXPO ON PLEASANT VALLEY METRO RAPID LINES.

SO TWO BOARD MEETINGS AGO WE MENTIONED TO YOU WE WERE IN PRESIDENT BIDEN'S PROPOSED BUDGET.

LAST WEEK THE HOUSE APPROPRIATIONS COMMITTEE HAD US LISTED AS WELL.

SO BOTH REALLY GREAT SIGNS THAT FROM THE ADMINISTRATIVE SIDE AND THE CONGRESSIONAL SIDE THAT OUR PROJECTS ARE LISTED IN BUDGET.

NOW WE'RE STILL OBVIOUSLY WATCHING D.C. RELATIVELY CLOSELY.

THEY HAVE TO ACTUALLY APPROVE A BUDGET AT SOME POINT VERSUS A CONTINUING RESOLUTION AND LET ALONE INFRASTRUCTURE BILLS.

BUT I WANTED TO HIGHLIGHT THAT BECAUSE THERE ARE SOME PEOPLE THAT ARE STILL TRYING TO UNDERSTAND MAYBE NECESSARILY THE MECHANISMS OF FEDERAL FUNDING AND I WANT TO REEMPHASIZE THAT EACH PROJECT INSIDE THE PROGRAM IS ITS OWN PROJECT AND THEREFORE HAS ITS OWN PROJECT FUNDING SCHEME.

AND THEREFORE MAY BE DIFFERENT FEDERAL OPPORTUNITIES RELATED TO THEM.

SO NOTHING IS MONOLITHIC IN THE PROGRAM AND IT'S NOT ONE ACTUAL PROJECT.

WE LITERALLY HAVE DOZENS OF PROJECTS AND THEY'RE ALL GOING TO GO THROUGH DIFFERENT FUNDING PROCESSES.

THIS IS THE CAPITAL INVESTMENT GRANT SMALL STARTS FUNDING SOURCE, SO WE ARE LISTED.

WE'RE FEELING VERY GOOD.

DAVE MIGHT TALK A LITTLE BIT MORE ABOUT SOME TECHNICAL ASPECTS OF THAT BUT I WANTED TO REASSURE EVERYONE WE ARE FEELING CONFIDENT THROUGH THE FEDERAL PROCESS ON OUR FIRST PROJECTS OUT OF THE GATE.

CAP METRO WANTED TO MAKE SURE THIS BOARD WAS AWARE, CAP METRO RECEIVED AN AWARD, \$2.8 MILLION FROM THE FDA ON THE LOW AND NO EMISSIONS VEHICLE PROGRAM, WHICH IS FANTASTIC.

THIS IS TO HELP US REPLACE OUR VEHICLE FLEET TO GO TO ELECTRIFICATION, ALSO CHARGING EQUIPMENT, AND WORKFORCE TRAINING, AND TECHNICAL ASSISTANCE RELATED TO THAT.

SO THAT'S ACTUALLY THREE YEARS STRAIGHT CAP METRO HAS WON THE FTA LOWER EMISSIONS PROGRAM.

PLUS, SOME FUNDING FROM THE STATE REGARDING THEIR ENVIRONMENTAL PROGRAMS.

SO WE ARE AGGRESSIVELY GOING TOWARDS A ZERO EMISSION PROGRAM.

AND THAT WAS ALSO PART OF THE PROJECT CONNECT LONG TERM VISION, WHILE NOT FUNDED THROUGH AN ATP MECHANISM BUT CERTAINLY PART OF THE OVERALL VALUE AND GOAL SYSTEM THAT WE'RE TRYING TO CREATE IN THE COMMUNITY WITH PROJECT CONNECT.

LASTLY, ON THE FEDERAL SIDE, JUST WANTED TO HIGHLIGHT CAP METRO BOARD CHAIR AND I AND THEN MAYOR ADLER WAS IN D.C. AS WELL AND JOINED US FOR SOME OF OUR MEETINGS.

WE MET WITH OUR CONGRESSIONAL DELEGATION, EMPHASIZING AGAIN THE IMPORTANCE OF TRANSIT, TRANSIT FUNDING WHILE THEY ARE KIND OF DOING THE SAUSAGE MAKING IN D.C. RIGHT NOW.

I THINK IT IS LITERALLY CHANGING BY WE'RE AT THE POINT WHERE IT'S NOT CHANGING BY THE HOUR, IT'S CHANGING BY THE TWEET AND SO WE'RE ALL WITH BATED BREATH WHAT WILL HAPPEN AND ASKING FOR AS MUCH FUNDING AS POSSIBLE FOR THESE PROGRAMS.

WE ALSO HAD SOME MEETINGS WITH THE ADMINISTRATION AS WELL, JUST GENERALLY WE'RE TRYING TO GET INTO EVERY OTHER MONTH OR QUARTERLY UPDATES WITH FTA LEADERSHIP.

PRETTY STANDARD IN OUR INDUSTRY JUST TO SAY HERE'S WHERE WE ARE WITH THE PROGRAM, KIND OF SEEING IF THERE'S ANY RED FLAGS OR THINGS THAT WE HAVE TO WORK TOGETHER ON.

BUT VERY GOOD POSITIVE MEETINGS.

I WILL TELL YOU OVERALL PEOPLE AROUND THE COUNTRY AND D.C. ARE VERY EXCITED ABOUT OUR PROGRAM.

THE NEXUS BETWEEN TRANSPORTATION AND AFFORDABLE HOUSING, THAT HAS PEOPLE EXCITED.

THE ZERO EMISSION PIECE HAS PEOPLE EXCITED.

THE TECHNOLOGY PIECE, THE INNOVATION OF AN A ATP BOARD, ALL OF THOSE LAYERS ARE GETTING GREAT RECEPTION WHEN WE TALK TO PEOPLE, SO THAT'S GOOD.

THE OTHER TOPIC I WANTED TO BRING UP TODAY IN A REALLY POSITIVE WAY NEXT SLIDE, PLEASE.

IS RELATED TO AND THE TITLE IS CELEBRATING THE TRANSIT PROFESSIONALS AND LEADERS OF TOMORROW.

AND SO I USE THE PHRASE A LOT CRAWL, WALK, RUN.

WE WANT TO DIP OUR TOE EARLY INTO KIND OF WORKING WITH THE COMMUNITY AND THINKING THROUGH INTERN AND APPRENTICESHIP PROGRAMS.

WE HAVE A LOT OF THESE IDEAS PERCOLATING AND WE HAVE A LOT OF WORK TO BUILD A PRETTY SIGNIFICANT LARGE APPRENTICESHIP PROGRAM, ESPECIALLY FOR CONSTRUCTION, LABOR WORKFORCE, OR SOME ENGINEERING WORKFORCE.

THAT WILL HAPPEN OVER MONTHS AND YEARS AHEAD BUT THE FIRST DIP IN THE WATER, IF YOU WILL, WAS HAVING TEN HIGH SCHOOL SOPHOMORES AND JUNIORS PARTICIPATING IN AN ORANGE LINE SUMMER INTERNSHIP PROGRAM AND WE DID THIS WITH PARTNERSHIP AND LEADERSHIP BY AECOM, WHO IS RUNNING THE ORANGE LINE DESIGN AND ENVIRONMENTAL REVIEW FOR US.

AND SO WE HAVE OUR STUDENTS I THINK MOST OF THEM IF NOT ALL HAVE JOINED US TODAY.

I HAVE HAD A CHANCE TO MEET WITH THEM.

THEY DID A WENT INTO OUR BUS GARAGES AND RAIL FACILITIES BUT ONE OF THE THINGS THEY DID WAS WORK ON THE TRADE OFFS OF URBAN PLANNING AND KIND OF TRANSPORTATION ENGINEERING ON CORRIDORS.

AND THE TEAM WAS KIND OF GIVEN SOUTH CONGRESS AND THE DRAG.

SO THE TWO MOST COMPLICATED PLACES THAT PEOPLE HAVE BEEN TRYING TO SOLVE FOR 20 YEARS WE SAID, HEY, STUDENTS.

AND WHAT I LOVED THE CONVERSATION WITH THEM WAS ABOUT WAS THERE WAS A LOT OF CONVERSATION ABOUT WHY CAN'T WE DO THIS?

AND THAT'S WHAT I ALSO ENCOURAGED THEM, WHICH WAS THE FREEDOM OF VISIONING AND THE FREEDOM OF NOT BEING CONSTRAINED BECAUSE AT THE END OF THE DAY WE ARE GOING TO EXPERIENCE THIS CITY WAY MORE THAN I'LL EXPERIENCE JUST BASED ON AGE AND SO I THINK IT'S SO EXCITING TO HAVE YOUNG PEOPLE HELPING GET INVOLVED IN A PROGRAM THAT WILL BE SO IMPACTFUL FOR THEIR FUTURE.

SO WITH THAT, IF BOTH KIMMY AND JACKIE, IF YOU DON'T MIND BOTH COMING UP AND MAKING A COUPLE OF REMARKS ABOUT THE PROGRAM AND JUST YOUR THOUGHTS AND THEN AFTER THAT, CHAIR, WE HAVE A CAKE AND WE THOUGHT WE COULD DO A LITTLE CELEBRATION, A COUPLE OF PICTURES WITH THE BOARD AND A LITTLE CAKE BREAK JUST TO CELEBRATE THE GRADUATION OF THE STUDENTS FROM THEIR INTERNSHIP PROGRAM.

WITH THAT, I'LL HAND IT OFF TO JACKIE AND KIMMY.

>> WELCOME.

>> THANK YOU VERY MUCH.

GOOD AFTERNOON, BOARD MEMBERS, MADAME CHAIR, I'M EXECUTIVE DART CHAIR.

THANK YOU SO MUCH FOR HOSTING US TODAY.

LIKE JACKIE SAID, MY NAME IS KIMMY.

I SERVE AS THE DEPUTY PROJECT MANAGER FOR THE ORANGE LINE DESIGN AND ENVIRONMENTAL REVIEW AND SPENT THIS SUMMER DOING A REAL FUN PART OF MY JOB AND HOSTING THIS IS SIX OF OUR TEN BRILLIANT HIGH SCHOOL STUDENTS THAT WE RECRUITED FROM ALONG THE ORANGE LINE CORRIDOR.

WE WORKED WITH AISD TO IDENTIFY SCHOOLS WITHIN A ONE MILE BUFFER OF THE ORANGE LINE CORRIDOR SO THAT WE COULD IDENTIFY YOUTH THAT COULD IMPLEMENT THE PROJECT AND INFLUENCE THE OUTCOMES IN A WAY THAT MYSELF AND OTHER TECHNICAL EXPERTS ON THE PROGRAM MAY NOT HAVE THE SAME VANTAGE POINTS.

ALSO, OUR HOPE IS THAT WE CAN CONTINUE TO ADVANCE S.T.E.M. CAREERS IN OUR COMMUNITY AND REALLY CREATE THAT PIPELINE FOR TO TAKE OUR JOBS, ESSENTIALLY.

THANK YOU FOR HAVING US AND THIS IS ABOUT THEM SO WE WANT TO CELEBRATE THEM.

THEY DID SPEND SIX WEEKS WITH US.

THEY CAME IN EVERY THURSDAY FOR REALLY LONG DAYS.

WE DID EVERYTHING FROM VISITING DOTTIE WATKINS AND HER TEAM AT THE NORTH OPERATIONS CENTER.

WE WENT TO THE CITY OF AUSTIN WHERE WE MET WITH CITY MANAGER CRONK AND UNDERSTANDING THE CRITICAL PARTNERSHIP THAT IT TAKES FOR MAJOR INFRASTRUCTURE INVESTMENTS.

AND THEN ALSO TAUGHT THEM MICROSTATION AND OTHER WAYS TO UNDERSTAND HOW WE DESIGN PROJECTS LIKE THIS AND, LIKE RANDY SAID, THEY SOLVED ALL THE PROBLEMS ON THE DRAG AND SOUTH CONGRESS, SO NO WORRIES ABOUT THAT.

YEAH, I'M REALLY SAD IT'S OVER BUT REALLY EXCITED THAT THIS WAS OUR KICKOFF FOR HOPEFULLY MANY SUMMERS MORE TO COME PROJECT CONNECT INTERNSHIPS.

THANK YOU FOR HAVING US AND IF THE STUDENTS WANT TO COME UP AND BE RECOGNIZED BY THE BOARD, PLEASE JOIN US UP HERE.

[APPLAUSE]

>> INTRODUCE YOURSELF AND WHAT SCHOOL.

>> OKAY.

HELLO.

I AM [INDISCERNIBLE] IF ANYONE WANTS MY FULL NAME.

I AM FROM WESTSIDE SCHOOLS AND, YEAH, I'M GOING INTO MY JUNIOR YEAR.

>> I AM HANNA OLSON AND I'M GOING INTO MY JUNIOR YEAR.

>> MY NAME IS MIRANDA AND I'M ALSO GOING TO ANN RICHARDS INTO MY JUNIOR YEAR.

>> MY NAME IS ALLIE AND I'M GOING TO MY SOPHOMORE YEAR AT WAYSIDE SCHOOLS.

>> HELLO, EVERYONE.

I'M JAMIE.

I'M GOING TO BE GOING TO MY SENIOR YEAR AT WAYSIDE SCHOOLS.

>> HI, MY NAME'S AUGUST.

I'M GOING TO MY SENIOR YEAR AT AUSTIN HIGH AND I'M REALLY GLAD I DID THIS PROGRAM AND I HOPE I CAN COME MORE.

[APPLAUSE]

>> WELCOME, EVERYONE AND THANK YOU FOR YOUR ENERGY AND PARTICIPATING IN THIS NEW ERA OF AUSTIN WHERE YOU AND YOUR CHILDREN WILL BE RIDING ON THE SYSTEM.

AND YOUR GRANDCHILDREN AND YOUR GREAT GRANDCHILDREN.

AND I KNOW, DR. BURNETTE, YOU HAD A QUESTION.

>> THANK YOU, MADAME CHAIRWOMAN.

I COMMEND YOU FOR SPENDING YOUR TIME IN THE SUMMER DOING THIS.

I'M CURIOUS DID ANYONE CHANGE THEIR CAREER GOALS AS A RESULT OF THE EXPERIENCE?

>> [OFF MIC]

>> I THINK SOMEONE HAS AN ANSWER.

>> I DIDN'T REALLY CHANGE.

I JUST KIND OF GOT A WIDER RESPECT ON THE IDEA OF TAKING WHAT YOU LEARN FROM DIFFERENT EXPERIENCES IN LIFE AND USING THAT TO YOUR ADVANTAGE IN WHAT EXACTLY YOU WANT TO ACHIEVE.

SO IT WAS A GREAT EXPERIENCE KNOWING THAT THAT COULD ACTUALLY HAPPEN.

EVEN BEING IN TRANSIT, WHATEVER YOU WANT TO DO IN LIFE YOU COULD ALWAYS TAKE THOSE OPPORTUNITIES AND THAT LIFE, THOSE PEOPLE YOU MEET AND USE THEM TO YOUR ADVANTAGE OR TO THE ADVANTAGE OF YOUR PURPOSE.

SO THAT WAS NICE.

>> VERY WELL SAID.

I ENCOURAGE ALL OF YOU START YOUR RESUME NOW.

YOU WANT TO PUT THIS ON YOUR RESUME BECAUSE WE WANT TO GIVE JOHN A LITTLE BIT OF COMPETITION IN THE FUTURE.

CONGRATULATIONS.

>> THANK YOU.

>> THANK YOU.

>> FIRST OF ALL, I WANT TO THANK YOU FOR YOUR TIME AND AS DR. BURNETTE SAID, IF I WAS YOUR AGE I WOULD PROBABLY WANT TO BE PLAYING XBOX OR HANGING OUT WITH MY FRIENDS, NOT SITTING AROUND DOING BORING TRANSIT BUT I THINK IT'S REALLY EXCITING THAT WE'RE ABLE TO GET STUDENTS LIKE YOURSELVES THAT LIVE ON THE CORRIDOR TO ACTUALLY PARTICIPATE.

I HAVE DONE A LOT OF TRANSPORTATION PROJECTS IN OTHER COUNTRIES AND I HAVE NEVER SEEN ANYTHING LIKE THIS.

I THINK IT'S A GREAT IDEA.

I ONLY WISH WHEN I WAS YOUR AGE I HAD THAT OPPORTUNITY AND AS DR. BURNETTE SAID I HOPE SOME OF YOU THINK THAT TRANSPORTATION COULD BE INTERESTING AND WHEN IT COMES TIME TO PICK A CAREER YOU MIGHT CONSIDER TRANSPORTATION AND INFRASTRUCTURE.

SO THANKS AGAIN.

[APPLAUSE]

>> YEAH, SO WE'RE GOING TO TAKE SOME PHOTOS AND TAKE A QUICK BREAK FOR CAKE.



THANK YOU.

THANK YOU.

[TAKING PICTURES]

[SHORT BREAK]

>> WITH THAT, I'LL WRAP UP MY EXECUTIVE DIRECTOR REPORT.

SO THE WAY WE RESTRUCTURED THE EXECUTIVE DIRECTOR REPORT IS WE HAD THESE UPDATES AT THE FRONT END AND EDF AT THE BACK, GOOD SUGGESTION BY BOARD MEMBER ELKINS, WHICH IS TO COMBINE THEM ALL TOGETHER.

NOW WHAT I'D LIKE TO DO IS CALL UP, JUST WITHIN INSIDE THE FRAME OF THE ENTIRE EXECUTIVE DIRECTOR UPDATE, AND THIS GIVES US A CHANCE FOR DIFFERENT STAFF MEMBERS TO BRING TOPICS TO THE BOARD.

WE'LL ASK JACKIE TO COME UP AND DO THE COMMUNITY ENGAGEMENT UPDATE.

THERE'S BEEN AN ENORMOUS AMOUNT OF ACTIVITY AND JACKIE AND HER TEAM CONTINUE TO DO GREAT WORK IN THIS AREA.

>> IT'S NOT ADVANCING.

GOOD AFTERNOON, EVERYONE.

MY NAME IS JACKIE NIRENBERG, I'M DIRECTOR OF COMMUNITY ENGAGEMENT FOR THE AUSTIN TRANSIT PARTNERSHIP AND WE HAVE BEEN QUITE BUSY THIS MONTH SO I'LL GIVE YOU AN UPDATE AND TELL YOU A LITTLE BIT ABOUT WHERE WE'RE HEADED.

THIS PAST MONTH WE HAD A NUMBER OF ADVISORY COMMITTEE MEETINGS.

WE HAVE HAD THESE COMMITTEE MEETINGS AND IT'S A GREAT WAY TO GET PEOPLE INVOLVED IN THE PROCESS.

SO ON JULY 22 WE HAD OUR AMBASSADOR MEETING AND WE HAD AN ORANGE LINE NORTH AND SOUTH ALIGNMENT WALK THROUGH.

THEN ON JULY 30 WE HAD THE PROJECT CONNECT COMMUNITY ADVISORY COMMITTEE, THE CAC, AND WE HAD A DISCUSSION ABOUT INTERNAL GOVERNANCE.

AND THEN WE ARE HAVING ANOTHER SPECIAL CALLED MEETING TODAY OF THE CAC SO THEY CAN ADOPT THEIR BYLAWS AND ELECT OFFICERS.

ON JULY 7 WE HAD OUR FIRST PLANNING SUSTAINABILITY EQUITY AND DBE COMMITTEE, THE PSAC, AND WE PRESENTED THE ATP DIVERSITY, EQUITY, AND INCLUSION AND GOT REALLY VALUABLE FEEDBACK FROM THE GROUP.

WE HAD OUR JOINT TECHNICAL ADVISORY COMMITTEE MEETING TO ORIENT EVERYBODY ON THE PURPOSE AND SCOPE OF THESE ADVISORY COMMITTEES AND GIVE THEM A RUNDOWN ON THE PROJECT CONNECT PROGRAM.

THEN JULY 19 WE HAD OUR FIRST ENGINEERING, ARCHITECTURE, AND CONSTRUCTION MEETING AND BASICALLY A GET TO KNOW YOU MEETING, A LITTLE BIT OF AN ONBOARDING, AND TALKING ABOUT WHAT THE COMMITTEE'S GOING TO BE DOING.

WE ARE PLANNING TO HAVE ANOTHER JOINT TAC COMMITTEE MEETING SO WE CAN WALK THROUGH THE ALIGNMENTS WITH ALL THREE GROUPS AND INVITE THE CAC AS WELL.

FINALLY, ON AUGUST 19, WE WILL BE HAVING OUR FIRST FINANCE AND RISK COMMITTEE MEETING.

LOTS AND LOTS OF MEETINGS GOING ON.

UPCOMING, WE HAVE A SERIES OF COMMUNITY MEETINGS HAPPENING STARTING NEXT WEEK.

REALLY EXCITED TO DO THESE TO TALK ABOUT THE 15% DESIGN AND START TALKING TO THE COMMUNITY ABOUT WHAT IT MEANS TO PUT THESE PROJECTS ON THE GROUND.

AND HOW WE'RE GOING TO ORGANIZE THE CORRIDORS WHERE THESE PROJECTS ARE RUNNING.

WE HAVE TO INCLUDE A LOT OF DIFFERENT ELEMENTS TO MAKE IT A COMPLETE STREET AND SO IT'S A CHANCE FOR THE COMMUNITY TO SORT OF ROLL UP THEIR SLEEVES, TALK TO TECHNICAL FOLKS AND GIVE US INPUT ABOUT WHAT'S IMPORTANT TO THEM AT THE NEIGHBORHOOD LEVEL AND WHAT ARE SOME THINGS THAT MIGHT NOT BE AS IMPORTANT TO PEOPLE AND THIS WILL GIVE US SOME GOOD INFORMATION TO MOVE FORWARD TO THE NEXT PHASE OF DESIGN.

SO WE'LL BE HAVING TWO BLUE LINE VIRTUAL MEETINGS WITH WORKING GROUP BREAKOUT SESSIONS AND FOUR ORANGE LINE MEETINGS, MOSTLY BECAUSE THE ORANGE LINE IS SO LONG WE'RE SPLITTING UP INTO NORTH AND SOUTH.

AND AS ALWAYS WE'RE GOING TO HAVE AN ONLINE SELF GUIDED VERSION OF THE MEETING ON PROJECT CONNECT.COM.

THAT WILL BE JULY 27 THROUGH AUGUST 27 AND THEN, FINALLY, WE HAD PLANNED TO DO OUR VERY FIRST IN PERSON OPEN HOUSE MEETING THE 31st AT THE LIBRARY AND DUE TO THE UNCERTAINTY THAT'S GOING ON RIGHT NOW WITH COVID AND AN IMMINENT STAGE FOUR ANNOUNCEMENT, WE HAVE DECIDED THAT OUT OF ABUNDANCE OF CAUTION WE'RE GOING TO HAVE TO POSTPONE THAT.

SO UNFORTUNATE BUT WE WILL BE BACK, FOLKS, SO WE LOOK FORWARD TO DOING THAT IN THE FUTURE.

AND JUST WANTED TO RECAP.

WHEN WE BREAK OUT INTO OUR DISCUSSION GROUPS AT THESE VIRTUAL COMMUNITY MEETINGS, THEY WILL BE BROKEN OUT INTO SMALLER SECTIONS OF EACH OF THE CORRIDORS AND, AGAIN, THIS IS THE OPPORTUNITY TO GET DOWN TO THE REAL GRANULAR LEVEL AND LET PEOPLE SPEAK TO US ABOUT WHAT'S IMPORTANT TO THEM AND WHAT THEIR CONCERNS ARE ABOUT THEIR NEIGHBORHOOD AS IT RELATES TO THESE PROJECTS.

AND SO THESE REFLECT WORKING GROUPS THAT WE'VE ALREADY ESTABLISHED AND WE WANT THE COMMUNITY TO KNOW THAT PEOPLE CAN ALWAYS JOIN THESE WORKING GROUPS.

THESE ARE GOING TO BE GOING ON FOR QUITE SOMETIME.

WE'RE GOING TO GET TO KNOW EACH OTHER VERY, VERY WELL OVER THE NEXT FEW YEARS SO WE INVITE EVERYBODY TO PARTICIPATE.

YOU DON'T HAVE TO LIVE IN A PARTICULAR AREA OF A WORKING GROUP.

YOU CAN HAVE JUST AN INTEREST IN IT AND PARTICIPATE IN THAT SPECIFIC GROUP AS WELL.

AND THEN UPCOMING IN THE FALL WE'VE GOT MORE THINGS ON THE HORIZON.

WE'VE GOT SOME COMMUNITY MEETINGS WILL BE HELD FOR THE METRO RAPID GOLD LINE AND THE DOMAIN SOUTH LAMAR ROUTE AND WE'LL DO A SERIES OF MEETINGS ON THE METRO RAPID LINE AS WELL.

MORE TO COME.

WITH PICKUP WE WILL BE DOING A NEIGHBORHOOD OUTREACH FOR A NEW SOUTH AUSTIN SERVICE ZONE IN THE FALL AND FINALLY THERE WILL BE NEIGHBORHOOD OUTREACH ON THE NEW METRO RAIL STATIONS AT MCKALLA AND BROADMOOR.

I'M HAPPY TO TAKE QUESTIONS BEFORE I PASS IT ALONG FOR THE TECHNICAL UPDATE.

>> THANK YOU, JACKIE.

DO WE HAVE ANY QUESTIONS FROM THE BOARD?

BOARD MEMBER ELKINS.

>> THANKS VERY MUCH FOR THE UPDATE, JACKIE.

THERE'S A LOT OF GREAT COMMUNICATION AND COMMUNITY ENGAGEMENT GOING ON.

JUST ONE SUGGESTION GOING FORWARD FOR THE TECHNICAL ADVISORY COMMITTEES.

IT MIGHT BE A GOOD IDEA FOR THE THREE HEADS, WHEN THEY HAVE A COMMITTEE MEETING AT THE BOARD, DO A TWO MINUTE UPDATE ABOUT WHAT HAPPENED IN THEIR RESPECTIVE COMMITTEES.

MADAME CHAIR, DR. BURNETTE, AND MYSELF.

>> THAT'S A GREAT SUGGESTION AND WE TALKED ABOUT THAT PREVIOUSLY.

I THINK THAT'S WHAT WE'LL DO MOVING FORWARD.

>> GREAT.

>> Mayor Adler: THANK YOU.

THANKS FOR ONE OF THE THINGS I THINK THAT CAP METRO AND ATP HAS DONE BEST IS REALLY INVOLVE THE COMMUNITY IN THINGS THAT ARE HAPPENING AND IT'S GREAT TO SEE.

WHEN'S THE COMMUNITY GOING TO BE AN OPPORTUNITY TO REVIEW AND COMMENT ON THE JPA DRAFTS AND WHAT FORM WILL THAT TAKE?

>> WE'RE GOING TO DO THE TECHNICAL UPDATE AND THE ADMINISTRATIVE UPDATE AND INSIDE THE ADMINISTRATIVE UPDATE I'M GOING TO HAVE STAFF MEMBERS TALK ABOUT THE JPA PROCESS AND THERE'S A SCHEDULE RELATED TO THAT.

>> SOME OF THE QUESTIONS WE'RE GETTING IN OUR OFFICE RELATE TO PLANS TO MITIGATE THE HARM TO BUSINESSES.

SHOULD I ASK THAT NOW OR SHOULD I ASK THAT QUESTION LATER?

>> IF WE CAN DEFER UNTIL THE JPA UPDATE, THAT'S PROBABLY THE BEST TIMING.

>> OKAY.

AND THEN THE LAST QUESTION I WAS SENT HERE BY MY CONSTITUENTS TO ASK RELATED TO THE BEST TOOLS OR PRACTICES TO ENSURE THE EQUITY AND THE HIRING OF MINORITY DRIVERS.

SHOULD WE COVER THAT THEN TOO?

>> THAT WILL BE COVERED AS WELL.

>> SOUNDS GOOD.

I'LL HOLD ON TO ALL THOSE QUESTIONS.

THANK YOU.

>> THANK YOU.

>> I JUST HAD A MINOR COMMENT.

I THINK WE STARTED WITH JULY AND THEN CONTINUED IN JULY.

JUST THOSE MEETINGS STARTED IN JUNE.

JUST A MINOR UPDATE ON THE TIME WARP ON OUR SCHEDULES, BUT THANK YOU FOR ALL THE HARD WORK IN GETTING ALL THESE MEETINGS STARTED.

AND TO THE STAFF THAT ORGANIZED EVERYONE'S SCHEDULE TO MAKE SURE WE LAUNCHED THESE MEETINGS.

THANK YOU, JACKIE.

>> OUR PLEASURE.

>> THANK YOU SO MUCH.

>> SO NEXT UP, CHAIR, I WOULD ASK FOR THE TECH UPDATE, DAVE COUCH TO COME UP.

I WANT TO PUT A COUPLE OF NOTES AS DAVE IS COMING UP.

ONE THING WOULD BE DAVE WILL MENTION IT, BUT A CHECK POINT ON THE MANCHACA PICKUP ZONE.

THAT WILL BE TWO PROJECT CONNECT PROJECTS THAT HAVE ALREADY NOW BEEN ON THE GROUND MEETING THE COMMITMENT FOR THE VOTERS AND RELATED TO THE OVERALL PROGRAMS.

SO THE TEAM HAS WORKED HARD TO GET READY FOR THAT ONE.

THE THIRD PICK UP ZONE WILL COME IN AUGUST.

THE OTHER THING I WANT TO JUST I KNOW DAVE WILL NATURALLY DO THIS BUT I WANT TO REALLY REITERATE MY THANKS TO THE CITY STAFF AS WELL ON THE 15% DESIGN.

THEY ARE WORKING HAND IN GLOVE WITH DAVE, PETER, JOHN, AND THE TEAM AND THIS IS A REALLY SIGNIFICANT PROGRAM, TWO MEGA PROJECTS INSIDE THIS PROGRAM THAT WE HAVE NEVER DONE IN THE REGION BEFORE AND THERE'S A LOT OF PEOPLE THESE ARE NEW TOPICS BUT I WANT TO COMPLIMENT NOT ONLY OUR STAFF BUT THE CITY STAFF OF BEING THIS WILLING, GOOD PARTNER TO TALK ABOUT HOW WE'RE ALL GOING TO WORK TOGETHER TO GET THIS DONE.

JUST THANK YOU TO GINA, ANIK AND HER TEAM AS DAVE KICKS THAT OFF.

>> OKAY.

MADAME CHAIR, BOARD MEMBERS, PRESIDENT CLARK.

IT'S A PLEASURE TO GO AHEAD AND GIVE YOU THE MONTHLY UPDATE ON PROGRESS WE'RE MAKING ON PROJECT CONNECT.

I WANT TO START WITH THE BLUE AND ORANGE LINES.

AS PRESIDENT CLARK JUST SAID, THE 15% DESIGN IS IN.

WE'RE GOING THROUGH A REVIEW WITH THE CITY AND OTHER STAKEHOLDERS AND WE'RE IN THE PROCESS RIGHT NOW OF WORKING THROUGH THE COMMENTS THAT ARE THERE TO RESOLVE ANY AND THEN TO GET OTHERS INCORPORATED.

SO WE TAKE THEM FORWARD INTO THE 30% DESIGN.

WE'RE STILL OUT IN THE FIELD DOING SOIL BORINGS TO LOOK AT EXACTLY WHAT WE'RE GOING TO HAVE FOR THE TUNNEL SO WE CAN ADVANCE THAT DESIGN.

AND WE'RE ALSO GOING TO START SOMETHING THAT IS GOING TO BE MORE ADVANCEMENT ON THE ACTIVITIES AND EACH INTERSECTION.

WE'RE GOING TO START AND WE'LL BE BACK WITH PROBABLY THREE CONTRACTS TO GO AHEAD AND START TO DO THAT WORK AT EACH INTERSECTION.

THAT'S WHERE MOST OF THE INTERFERENCES WILL BE SO WE'LL BE COMING BACK WITH THAT SO THAT WHEN WE GET TO THE POINT THAT WE CAN GET STARTED WITH UTILITY RELOCATION, WE'LL HAVE THE INFORMATION, WE'LL KNOW WHAT WE'RE GOING TO BE LOOKING FOR.

THAT WILL ALL TIE INTO THE 30%.

WE CONTINUE THE OTHER NORMAL ANALYSES THAT ARE THERE.

EVERYTHING FROM LOOKING AT FEMA, DRAINAGE ANALYSIS, AND AS MR. CLARK JUST SAID THE COORDINATION HAS BEEN TREMENDOUS WITH THE CITY.

AS A MATTER OF FACT, WE HAVE A MEETING TOMORROW THAT'S GOING TO GO FOR ABOUT FIVE HOURS THAT WE'RE LOOKING TO GO AHEAD AND START TO SORT THROUGH THE PERMITS AND THE UTILITIES.

THE PERMITS ARE A VERY COMPLEX PROCESS SO THAT'S SOMETHING WE HAVE PUT TOGETHER AND WE'RE GOING TO START THROUGH THAT IN DETAIL TOMORROW.

WITH RESPECT TO THE NEPA PROCESS, IN THE FIRST STEP OF EACH ONE OF THE NEW STARTS PROGRAM, IF YOU RECALL THE PRESENTATIONS THAT WE HAVE DONE PREVIOUSLY, THE FIRST THING YOU GET INTO IS PROJECT DEVELOPMENT.

WE'VE REQUESTED ENTRY INTO PROJECT DEVELOPMENT.

WE ANTICIPATE GETTING THAT APPROVAL SOMETIME DURING THE EARLY PART OF AUGUST.

WE'LL GET ON THAT 24 MONTH CYCLE TO GO AHEAD AND GET TO THE END OF PROJECT DEVELOPMENT AND ENTER INTO ENGINEERING.

WE CONTINUE TO WORK ON THE OTHER PORTIONS THAT WE NEED, WHETHER IT'S ARCHAEOLOGICAL, NOISE, VIBRATION, ALL OF THESE THINGS YOU HAVE TO TAKE INTO CONSIDERATION WHEN YOU'RE DEVELOPING A FEW ENVIRONMENTAL IMPACT STATEMENT.

METRO RAPID, AN EXPO IN PLEASANT VALLEY, THAT'S GOING ON VERY, VERY WELL.

FTA HAS ASSIGNED A PMO TO GO AHEAD AND SHEPHERD US THROUGH AND REVIEW EVERYTHING THAT WE'RE DOING SO THAT WE CAN GO AHEAD AND GET TO A FUNDING AGREEMENT.

WITH THAT, WE'RE DEVELOPING THE READINESS DOCUMENTS THAT WE NEED AND WE CONTINUE TO WORK WITH THE CITY ON LOCATIONS OF THE INDIVIDUAL STOPS, WHETHER THEY'RE A FAR STOP, NEAR STOP, AND ALL THE DETAILS THAT GO WITH IT.

WE'VE ALSO GOT THE VEHICLE PROCUREMENT UNDERWAY.

THAT CONTAINS OPTIONS TO BE ABLE TO GET THE BUSES FOR ALL OF THE METRO EXPRESS ROUTES.

THE GOAL LINE, WE'RE JUST SCRATCHING THE PROVERBIAL SURFACE, GETTING READY TO START WORK ON THAT AND WE'RE IN THE PROCESS OF LOOKING AT THAT WITH FTA AND DOING AN ANALYSIS OF WHAT THE RIDERSHIP IS, LOOKING AT NOT ONLY THE GOAL LINE BUT 803 TO MANCHACA AND OAK HILL.

ON THE RED LINE AND PICK UP SERVICE, MR. CLARK ALREADY STOLE THE THUNDER WITH THE NEIGHBORHOOD CIRCULATORS SO THEY'RE PROGRESSING VERY WELL AS THE LEAD INTO A LOT OF THE PROJECTS THAT WE'VE GOT IN PROJECT CONNECT.

McKALLA NEXT TO THE SOCCER STADIUM IS GOING WELL.

WE'VE GOT A CATEGORICAL EXCLUSION REQUEST IN FOR FTA FOR A SMALL PIECE OF LAND THAT WE HAVE TO ACQUIRE AS PART OF THE PROJECT.

30% DESIGN WILL BE FINISHED IN JULY.

AND WE'RE DEVELOPING WHAT'S REQUIRED TO ACQUIRE REAL ESTATE.

IT'S CALLED RAMP REAL ESTATE ACQUISITION MANAGEMENT PLAN.

SO THAT'S SOMETHING WE HAVE TO HAVE IN PLACE AND WE USE IT NOT ONLY FOR THIS BUT THE FEDERAL PROCESS.

BROADMOOR STATION COORDINATION IS ON GOING WITH THE NEIGHBORHOOD AND ALSO WITH BASICALLY THE TRAIL FOUNDATION.

LOOKING AT HOW WE GET TO WHICH POINT.

AND THEN WE'VE ALSO GOT THE LAKELAND TO LEANDER SECOND TRACT THAT WE'RE IN THE PROCESS OF LOOKING AT.

THAT CONCLUDES MY REPORT FOR THE MONTH AND I WOULD BE GLAD TO ANSWER ANY QUESTIONS.

>> DO WE HAVE ANY QUESTIONS?

YES.

BOARD MEMBER ELKINS.

>> THANK YOU, MADAME CHAIR.

THANKS VERY MUCH, DAVE.

LOTS GOING ON IN YOUR WORLD, I CAN SEE.

JUST ONE QUICK QUESTION ON THE EXPO PLEASANT VALLEY.

YOU MENTIONED VEHICLE PROCUREMENTS UNDERWAY.

CAN YOU COMMENT ABOUT YOU'RE LOOKING INTO ELECTRICAL VEHICLES, ELECTRICAL BUSES VERSUS CONVENTIONAL?

>> YES.

WHEN THE PROCUREMENT WAS PUT TOGETHER, IT'S A CAPITAL METRO PROCUREMENT TO GO AHEAD AND REPLACE BUSES AS THE BASE PORTION OF WHAT CONTRACT.

IN TRYING TO ADVANCE QUICKER WITH WHAT WOULD BE THERE FOR EXPO AND PLEASANT VALLEY.

WHEN THE CONTRACT WAS ADVERTISED, WE PUT AN OPTION IN THAT CONTRACT SO WE COULD EXERCISE IT DEPENDING ON THE TIMING OF WHERE WE WERE WITH EXPO AND PLEASANT VALLEY.

IT IS AN ENTIRE ELECTRIC FLEET.

INCLUDED IN THERE IS THE OPTION FOR CHARGERS.

WE'LL NEED CHARGERS THAT ARE GOING TO BE AT THE END OF LINE AND THEN WE'RE ALSO GOING TO NEED ADDITIONAL CHARGING EQUIPMENT THAT WILL BE AT THE BUS GARAGES.

>> THAT'S GREAT TO HEAR ON THE ELECTRIC BUSES.

ONE OF THE THINGS WE SHOULD START THINKING ABOUT, AND I'M SURE YOU ALREADY ARE AS WE DEVELOP THIS PROGRAM, IT'S PROGRAM, NOT PROJECTS, IS HOW DO WE MEASURE OUR CARBON

FOOTPRINT IN THIS WHOLE PROGRAM AND ELECTRIC BUSES ARE GOING TO BE A KEY COMPONENT TO LOWERING OUR CARBON FOOTPRINT AND THE FIRST STEP TO KIND OF, YOU KNOW, LOWERING YOUR CARBON FOOTPRINT IS YOU NEED TO BE ABLE TO MEASURE IT.

AS WE GO THROUGH THIS PROGRAM OVER THE NEXT EIGHT OR NINE YEARS, THAT'S SOMETHING WE'RE ALL GOING TO BE FOCUSED ON AND THERE I THINK WE CAN BE A LEADER IN NATIONWIDE TRANSIT TOO, HAVING, YOU KNOW

>> I THINK THE BASIS BEHIND THE PROGRAM OF EVERYTHING, WHETHER IT'S BUS OR WHETHER IT'S LIGHT RAIL OR WHETHER IT'S EVENTUALLY THE COMMUTER RAIL AND PICK UP SERVICE, EVERYTHING BEING ELECTRIC VEHICLES I THINK THAT'S GOING TO MAKE A TREMENDOUS EFFECT.

IT'S SOMETHING THAT WE STARTED TO PUT SOME INITIAL NUMBERS TOGETHER DURING I GUESS ABOUT THE LAST YEAR AND A HALF.

I AGREE.

IT'S SOMETHING WE NEED TO TRACK AND I THINK IT'S GOING TO BE A BIG BENEFIT.

>> THANK YOU.

>> YES.

>> I'M JUST CURIOUS.

THE \$2.8 MILLION GRANT, IS THAT USED TOWARDS THESE VEHICLES OR SOMETHING ELSE?

>> I CAN ANSWER THAT FOR YOU, DAVE.

THOSE ARE THE WAY THE LOW AND ZERO EMISSION PROGRAM AT FTA WORKS, IT'S BASICALLY REPLACING A FLEET.

THAT WILL ALLOW US TO RETIRE OUT THE COST DIFFERENTIAL BETWEEN A DIESEL AND ELECTRIC BUS.

I THINK THAT GRANT WAS FOR 5 AND PLUS SOME TECHNICAL TRAINING FOR STAFF AND SOME DEPOT CHARGING.

THAT IS NOT CONNECTED TO FUNDING RELATED TO THESE.

THAT'S JUST REGULAR, IF YOU WILL, CAPITAL METRO STANDARD REPAIR FLEET MANAGEMENT.

CAPITAL METRO HAS A SUSTAINABILITY PLAN RIGHT NOW ON A LOT OF CARBON GOALS AND THOSE WILL FEED IN ULTIMATELY THE TEAM WILL COME UP AND TALK ABOUT THE JOINT PARTNERSHIP AGREEMENT, THEY KIND OF BLEND TOGETHER IN THE SENSE OF HOW THIS PART DOES ENVIRONMENTAL MANAGEMENT IN RELATION TO LONG TERM, HOW CAPITAL METRO OPERATES THE SYSTEM.

>> MY QUESTION REFERS MORE TO THE PICKUP SERVICE.

ARE ANY OF THOSE VEHICLES ALSO GOING TO BE ELECTRIC VEHICLES OR IS THERE AN OPPORTUNITY FOR THAT FLEET TO ALSO BE ELECTRIFIED?

>> DO YOU WANT ME TO TAKE THIS, DAVE, AS WELL?



>> YEAH, GO AHEAD.

[TECHNICAL DIFFICULTIES]

>> WE HAVE TO DELIVER WITH WHAT THAT SCOPE IS THAT'S COMMITTED AND IT'S THE AMOUNT OF FUNDING THAT WE GET AT THAT POINT.

>> SO TO STICK WITH YOUR EXAMPLE THERE WITH THE RAIL CARS, IF WE, RIGHT NOW WE'RE AT 15% AND WE THINK IT'S GOING TO BE 20 RAIL CARS AND THEN WE GET TO THE 30% WHEN WE'RE ACTUALLY SUBMITTING FOR THE PROJECT MANAGEMENT PHASE OR FOR THE ENGINEERING PHASE AND WE SAY, OKAY, WE REALIZE AFTER REVIEWING THIS WITH THE COMMUNITY INPUT AND EVERYTHING ELSE AND LOOKING AT OUR SPECS AND OUR DESIGN AND EVERYTHING, WE THINK WE NEED TO BUMP THAT UP TO 30 CARS, THE FEDS ARE GOING TO SAY, OKAY, COOL BUT IT'S NO PROBLEM.

IT'S AT THAT POINT IN WHICH THEY SAY, OKAY, BOOM, NOW WE'RE LOCKING IT IN AND NOW WE'RE GOING TO HOLD YOU TO WHAT YOU SUBMITTED.

>> WE LOCK IT IN AND THAT'S WHERE WE COME UP WITH THE FULL GRANT AGREEMENT AT THE END OF THE PROCESS.

>> AND HOW MUCH DO WE HAVE TO HAVE?

IS THAT AT THE 100% DESIGN OR IS THAT THAT'S AT THE 30%?

>> THAT'S ALL IN HOW WE DO THE CONTRACTING.

>> THAT'S WHEN WE ACTUALLY DO THE CONTRACTING.

>> WE MAY DO SOME CONTRACTING THAT IS BASED ON 30% DEPEND ON THE BUSINESS MODEL THAT WE CHOOSE.

WE MAY DO SOME THAT IS 100% DESIGN.

THOSE ARE THINGS WE HAVE TO LOOK AT IN A RISK ASSESSMENT LATER THIS FALL TO DETERMINE WHAT THE BEST METHODOLOGY IS FOR DOING THE CONTRACTING.

IT'S ALSO SOMETHING YOU HAVE TO DO FOR THE FTA PROCESS.

YOU HAVE TO BE ABLE TO SHOW THAT YOU WENT THROUGH THE PROJECT, THAT YOU LOOK AT THE DIFFERENT ALTERNATIVES FOR CONTRACTING AND THAT YOU'VE GOT SOMETHING THAT SAYS THESE ARE THE RIGHT ONES TO USE THAT MINIMIZES THE RISK.

>> SO WE GOT PLENTY OF TIME HERE TO GO ABOUT GETTING COMMUNITY INPUT, LOOKING AT OUR OPTIONS, TAKING THE SOIL BORINGS, LOOKING AT THE GEOLOGY, THE GEOGRAPHY, LOOKING AT COSTS, LOOKING AT COMMUNITY FEEDBACK AND INPUT TO TAKE WHAT WE ESSENTIALLY PROVED IS A MAP SAYING THIS IS WHERE WE WANT TO GO TO FIGURE OUT THE BEST WAY TO GO ABOUT GETTING US THERE, LONG BEFORE WE HAVE TO ACTUALLY SUBMIT THE FINAL DOCUMENTS AND SAY, HEY, FEDERAL PARTNERS THIS IS WHAT WE BELIEVE IT'S GOING TO COST AND WHAT WE ARE ASKING YOU, HOPEFULLY TO THEN COME BACK WITH THE MATCHING FUNDS.

>> IN TERMS OF A LONG TIME TO DO IT, THERE'S A LOT GOING ON RIGHT NOW, THERE'S A LOT WE HAVE TO GET THROUGH TO GET THROUGH THE ENVIRONMENTAL PROCESS.

THE OTHER THING THAT'S THERE ON PROJECT DEVELOPMENT IS ONCE YOU GET INTO PROJECT DEVELOPMENT IT IS A 24 MONTH CLOCK.

YOU'VE GOT TO GET THROUGH EVERYTHING THAT IS THERE TO BE ABLE TO GET ALL YOUR ADMINISTRATIVE THINGS DONE.

EVERYTHING THAT'S REQUIRED TO BE ABLE TO GET APPROVAL TO GET OUT OF PROJECT DEVELOPMENT THAT GETS YOU INTO ENGINEERING.

SO IT'S TO OUR ADVANTAGE TO GET AS MUCH DONE DURING THAT TIME FRAME.

AND WE'RE LOOKING TO BE ABLE TO GO AHEAD AND GET THE ENVIRONMENTAL PROCESS, THE EIS DONE SOMETIME LATE NEXT YEAR OR EARLY IN THE SPRING BECAUSE THERE ARE A WHOLE SERIES OF GOALS THAT YOU'VE SEEN AS WE'VE GONE THROUGH WHAT WE HAVE NICKNAMED THE SNAKE CHART THAT PUT US INTO DIFFERENT TIME FRAMES THAT GET US ALL THE WAY TO THE TIME TO GET THE FULL GRANT AGREEMENT.

THAT'S THE FULL PATH WE'RE ON.

RIGHT NOW, IT'S SHOWN AS A COUPLE OF MONTHS OR IT'S SHOWN AS A QUARTER.

THAT'S THE VARIATION AND AS WE GO FORWARD WE'LL BE GETTING MORE FINITE DATES FOR EACH ONE OF THOSE.

>> ALONG THE WAY WE HAVE THIS FLEXIBILITY TO MAKE THESE DECISION POINTS AND MAKE THESE CHANGES AS WE SEE WHAT THE COMMUNITY SAYS OR WHAT WE FIND THE SCIENCE AND THE ENGINEERING SHOWING THAT SAYS WE GO ALONG THE WAY.

IT WILL NOT PENALIZE US AS WE DO.

>> ONE OF THE THINGS YOU'RE GOING TO SEE WHEN JOHN AND PETER COME UP AND DO THE PRESENTATION FOR DOWNTOWN, SOME OF THE OPTIONS THERE, THOSE ARE THINGS WE HAVE TO WORK OUR WAY THROUGH AS WE DEVELOP THE NEXT PORTION OF THE DESIGN.

>> THANK YOU.

>> I WANT TO PUT A PIN ON A LITTLE PART OF THAT TOO TO EMPHASIZE A COMPONENT.

I THINK, BOARD MEMBER, YOU GOT TO AN IMPORTANT QUESTION.

AS DAVE MENTIONED, WE'RE JUST ABOUT TO KICKOFF A WHOLE RISK PROCESS.

THERE WILL BE A FORMAL FTA RISK PROCESS PER PROJECT ON THE MEGA PROJECTS.

THAT'S PART OF THE PROCESS THEY'LL REQUIRE, BUT WE ARE GOING TO INITIATE A RISK PROCESS INTERNALLY TO BRING TO THE BOARD ULTIMATE INFORMATION FOR YOU ALL TO MOVE FORWARD ON CONTRACT DECISIONS.

AND A GOOD EXAMPLE OF THAT WOULD BE, AGAIN, WE'LL TRY TO WORK THROUGH THIS SLOWLY AND I KNOW THIS IS HARD BECAUSE IT'S LINES ON A MAP AND INDIVIDUAL LINE ITEMS BUT WE'LL WANT TO WALK THROUGH THIS WITH THE COMMUNITY.

LIKE THE ORANGE LINE IS A GOOD EXAMPLE.

THE ORANGE LINE IS LIKELY NOT TO BE A CONTRACT.

THE ORANGE LINE COULD BE TWO CONTRACTS, COULD BE SEVEN CONTRACTS.

THE BLUE LINE COULD BE THREE CONTRACTS.

THE CENTRAL ALIGNMENT AND TUNNEL COULD BE ONE CONTRACT OR TWO CONTRACTS.

THE VEHICLES COULD BE ONE CONTRACT AND THE SIGNALS AND POWER ANOTHER CONTRACT.

WE NEED TO DO A COMPREHENSIVE RISK ANALYSIS TO DETERMINE WHAT THE RIGHT DELIVERY METHODOLOGY IS THIS SOME MAY BE DESIGN BUILD.

SOME MAY BE POTENTIALLY PROGRESS DESIGN BUILDS, COULD BE A COMBINATION OF DIFFERENT THINGS, HOW WE DO FACILITIES VERSUS GUIDEWAY COMPONENTS.

WE HAVE TO MAXIMIZE HOW DO WE GET THE BEST VALUE PER DOLLAR FOR OBVIOUSLY THE AUTHORITY.

HOW DO WE CREATE, AS THE MAYOR MENTIONED, DB OPPORTUNITIES?

IF WE PUT THE ORANGE ON ONE CONTRACT YOU WOULD LIMIT DB OPPORTUNITIES BECAUSE IT'S ONE BIG CONTRACT WHEREAS IF YOU SPLIT THEM, YOU MIGHT HAVE A LITTLE MORE ABILITY, AVAILABLE WORKFORCE IN THE COMMUNITY.

WE'RE NOT A RAIL CULTURE IN AUSTIN SO WE'RE NOT A CHICAGO OR SOME CITY LIKE THAT THAT HAS JUST GENERATIONS OF, SAY, RAIL CAPACITY.

SO WE HAVE TO DO OUR MARKET SOUNDINGS AND WORK WITH OUR WORKFORCE DEVELOPMENT PARTNERS TO SEE HOW WE CAN BUILD A WORKFORCE TO DELIVER THESE PROGRAMS.

WE WANT TO CREATE THE LEAST AMOUNT OF DISRUPTION TO THE COMMUNITY.

I 35 IS GOING TO HAPPEN AT THE SAME TIME.

SOUTHWEST PARKWAY.

THERE'S A LOT OF THINGS THAT WE'LL ASK A RISK CONSULTANT THAT HAVE DONE THIS FOR MEGA PROJECTS AND PROGRAMS AROUND THE COUNTRY OR INTERNATIONALLY TO COME.

BECAUSE AT THE END OF THE DAY STAFF HAS TO TAKE TO THIS BOARD, HERE ARE THE BEST OPTIONS IN OUR TECHNICAL OPINION FOR YOU ALL TO AUTHORIZE US TO DO CONTRACTS.

AND THEN THAT GOES BACK TO THE FUNDING SOURCE.

THE OTHER PART THAT I THINK IS IMPORTANT THAT WE'LL WORK WITH THE COMMUNITY AS WE GO THROUGH THIS IS DAVE'S TALKING ABOUT THE FULL FUNDING GRANT AGREEMENT.

THAT'S MULTIPLE YEARS AWAY FOR THE TWO BIG PROJECTS.

WE WILL DEFINITELY BE DOING WE'LL BE BRINGING TO THIS BOARD CONTRACTS TO START WORK LONG BEFORE OR CERTAINLY BEFORE, DEPENDING ON LONG BEFORE WE EVER GET A FULL FUNDING GRANT AGREEMENT.

WE'LL BE SPENDING HUNDREDS OF MILLIONS OF DOLLARS IN MONEY BEFORE WE GET THE ACTUAL FEDERAL CONTRACT LOCKED IN.

THAT DOESN'T MEAN WE'RE NOT GOING TO GET THE FEDERAL CONTRACT, IT'S JUST THE WAY THE FEDERAL PROCESS WORKS AND WE'LL NEVER GET THE FEDERAL GOVERNMENT TO SIGN THE DOTTED LINE UNTIL WE ACTUALLY DO OUR PIECE AND ONE OF OUR PIECES IS STARTING THE PROGRAM.

SO THAT'S WHY WHEN YOU HEAR DIFFERENT PEOPLE TALK ABOUT THE FEDERAL PROCESS, THE NUMBER ONE THING THAT HAD TO HAPPEN TO MOVE US IN THE FEDERAL PROCESS WAS A LOCAL VOTE TO SECURE THAT FUNDING.

THAT IS LITERALLY THE ANCHOR OF EVERY MAJOR TRANSIT PROGRAM IN THE COUNTRY.

NOW THAT WE HAVE THAT, WE CAN WORK COLLABORATIVELY WITH THEM TO TALK ABOUT THE BEST WAY TO ROLL DIFFERENT PARTS OF THE PROGRAM OUT OVER A PERIOD OF TIME.

JUST WANTED TO GIVE A LITTLE EXTRA ON THAT.

>> APPRECIATE THAT.

THANK YOU.

>> ALTHOUGH IF WE DO RUN INTO BURIAL MOUNDS, WE KNOW WHOSE FAULT IT IS.

[LAUGHTER]

>> THAT'S IT, CHAIR.

I'LL ASK THE THIRD STAFF UPDATE AND THIS IS, IF WE COULD HAVE GUESS, YOU'RE STILL UP, I THINK, I'M TOLD.

ANIK WILL COME UP.

I'M NOT SURE HOW YOU ARE GOING TO DO THIS WITH THE THREE OF YOU.

AND REALLY THE THREE IN A LOT OF WAYS LEADS ON THE JOINT POWERS AGREEMENT BUT YOU'RE GOING TO SEE WE'RE GOING TO TRANSITION THAT TO A JOINT PARTNERSHIP AGREEMENT.

WE THINK THAT IS MUCH MORE ACCURATE OF A TERM.

I THINK WE ENDED UP WITH JOINT POWERS AGREEMENT JUST BECAUSE THERE'S A COUPLE OF AUTHORITIES IN CALIFORNIA THAT USE THAT TERM AND DAVID AND I ARE MORE FAMILIAR WITH THAT IN THE TRANSIT INDUSTRY SO WE JUST DID THAT.

JPA AS A JOINT PARTNERSHIP AGREEMENT REALLY SYMBOLIZES WHAT WE'RE DOING HERE AND THE PARTNERSHIP HAS BEEN FANTASTIC.

SO AS THEY'RE GOING TO GET INTO THE COMMENTS, ONE OF THE THINGS I WANTED TO MENTION IS WE WILL BE SENDING A MEMO FROM STAFF THIS AFTERNOON.

GINA AND MYSELF HAVE AUTHORED A MEMO TO BOTH CAP METRO BOARD AND CITY COUNCIL WITH THIS EXACT INFORMATION SO THEY ARE ALL IN THE LOOP.

EVERYONE'S ON THE SAME PAGE SO ALL THREE PARTIES HAVE SIMILAR INFORMATION BECAUSE IT'S REALLY IMPORTANT AS WE WORK TOWARDS THESE WORK SESSIONS AND ULTIMATELY APPROVALS OR ACTION ITEM IN LATE OCTOBER THAT EVERYONE IS ON THE SAME PAGE OF WHAT THE JPA IS AND WHAT IT IS NOT.

MAYOR, THAT GOES TO YOUR COMMENT.

AND SO THE TEAM WILL KIND OF GO THROUGH THE SCHEDULE, THE DIFFERENT TOPICS IN THE JOINT PARTNERSHIP AGREEMENT.

I WANT TO HIGHLIGHT JUST ONE THING THOUGH AS WE TEE THIS UP IS WE'VE ALREADY DONE, AND THIS BOARD I COMMEND THIS BOARD, CITY COUNCIL, AND THE CAP METRO BOARD HAVE ALREADY DONE SEVEN TOTAL ACTIONS RELATED TO THE PARTNERSHIP.

AND THOSE ARE CAP METRO AND THE CITY COUNCIL FOR THE ATP TO BEGIN WITH.

THEN CAPITAL METRO AND THE CITY COUNCIL CREATED THE COMMUNITY ADVISORY COMMITTEE AND THE TACs.

CAP METRO AND THE A ATP FUNDED THE CAP METRO STAFF AND THE PROJECTS THEY ARE DOING.

ATP AND THE CITY COUNCIL ALSO DID AN ILA TO FUND ANIK AND HER TEAM FROM THE SUPPORT OFFICE FOR THE PROGRAM.

ATP AND THE CITY COUNCIL ALSO ALREADY HAVE DONE AN ILA ON THE ANTI DISPLACEMENT FUNDING THAT YOU ALL APPROVED.

ATP AND THE CITY COUNCIL ARE FINALIZING THE FUNDING PROCEDURES ILA, WHICH YOU ALL APPROVED AT THE LAST BOARDING MEETING AND I BELIEVE IT'S ON THE CITY COUNCIL AGENDA NEXT WEEK, WHICH WE ASSUME WILL BE APPROVED, AND THAT WILL FINALIZE ALL OF THOSE ILAs.

THE JPA ITSELF WILL REFERENCE ALL OF THOSE ILAs BECAUSE THAT IS GOOD WORK THAT EVERYONE HAS DONE AND THE JPA WILL REFERENCE AND BRING TOGETHER ALL THESE OTHER TOPICS.

SO WE'LL HAVE THE TOPICS THAT ARE DONE PLUS THESE MOSTLY TECHNICAL TOPICS PUT ALL TOGETHER IN ONE LARGE PARTNERSHIP DOCUMENT.

SO I JUST WANTED TO FRAME THAT UP.

AM I HANDING THIS OFF TO DAVE?

DAVE, OKAY.

THANK YOU.

>> CAN YOU TURN YOUR MICROPHONE?

>> SORRY.

THIS IS A PARTNERSHIP THAT WAS FORMED TO GO AHEAD AND IMPLEMENT THE PROGRAM.

AND THIS PORTRAYS BASICALLY THE WAY THAT EACH PART OF IT IS BEING DONE WITHIN THE ORGANIZATION.

WE'VE GOT THE ORANGE LINE, THE BLUE LINE, THE TUNNEL, AND THEN THE GREEN LINE, WHEN WE GET TO THE GREEN LINE.

AND THEN ALL THE FACILITIES.

THAT WILL BE DONE UNDER THE DELIVERY MODEL THAT'S THERE UNDER ATP.

WHEN WE GET TO THE OTHER SECTIONS, WHICH IS THE ONES THAT ARE GOING TO BE DONE BY CAP METRO THAT WE'VE NICKNAMED THE RUBBER TIRE PROJECTS, THOSE ARE THE ONES THAT'S THE METRO RAPID, IT'S THE METRO EXPRESS, IT'S ALL OF THE DIFFERENT ONES, THE PICKUP SERVICE, THE CUSTOMER CONVENIENCE.

ALL OF THOSE PARTS OF THE PROGRAM WILL BE DONE UNDER THE PORTION THAT IS THERE FOR CAP METRO.

THE CITY HAS GOT THE PORTION THAT IS THE ANTI DISPLACEMENT PROGRAM LOOKING AT WHAT'S THERE WITH INVESTMENTS, LOOKING AT UTILITIES THAT WILL BE SPENDING A LOT OF TIME OVER THE NEXT FEW DAYS, FIGURING OUT WHAT THE RELOCATIONS ARE SO THAT WE CAN GET THAT WELL IN ADVANCE.

AND WE'LL HAVE AN EXTENSIVE DISCUSSION LIKE I SAID EARLIER ABOUT THE PERMIT PROCESS.

WHAT IS DIFFERENT IS THIS IS A LINEAR PROJECT.

IT'S DIFFERENT THAN A LOT OF PROJECTS THAT HAVE BEEN DONE IN THE CITY BEFORE SO IT'S SOMETHING THAT WE HAVE TO WORK THROUGH WHAT PERMIT METHODOLOGY IS THERE THAT IS THE RIGHT ONE TO GO AHEAD AND USE AND THEN WE'LL START THROUGH THE RIGHT OF WAY.

NEXT WEEK WE'LL BE TAKING A DETAILED LOOK AT SOME OF THE AREAS AND WHAT WE EXPECT TO BE ABLE TO DO AND WHAT AMOUNT OF RIGHT OF WAY THAT WE'LL BE ACQUIRING. LET ME TURN IT OVER TO ANNICK.

>> BEFORE I GET STARTED I WANTED TO INTRODUCE GINA FIANDACA TO INTRODUCE THIS PORTION IF SHE IS AVAILABLE ON THE TEAMS BEFORE I SAY A FEW WORDS ABOUT THE JOINT VENTURE FROM THE CITY'S POINT OF VIEW.

>> THANK YOU, ANNICK.

I REALLY WANTED TO ACKNOWLEDGE ALL OF THE HARD WORK THAT STAFF HAS DONE AND WHAT THEY'RE PUTTING INTO THIS PARTNERSHIP AND PARTNERSHIP REALLY DOES GET INTO THE WORK THAT WE'RE UNDERTAKING HERE.

OUR ROLE, RANDY AND I, AND HE STARTED PERFECTLY THAT WE'LL BE COMMUNICATING TO OUR POLICYMAKERS THAT ALL OF THIS BEHIND THE SCENES WORK IS TAKING PLACE AND IT SEEMS LIKE A

SHORT TIME, BUT A YEAR AGO WE WERE ENVISIONING WHAT PROJECT CONNECT WOULD LOOK LIKE IF IT WAS APPROVED BY THE VOTERS AND HERE WE ARE WITH ALL THE WORK TAKING PLACE ON THIS JOINT VENTURE AGREEMENT.

JOINT PARTNERSHIP AGREEMENT. IT WAS A JOINT POWERS, BUT PARTNERSHIP IS WHAT IT IS.

THANKS TO ANNICK, DAVE, SHARMILA AND ALL OF THE TEAMS AT ATP AND CAPITAL METRO.

I'LL TURN IT OVER TO ANNICK BEAUDET.

>> THANK YOU, GINA.

I'M HERE TO REPRESENT AS GINA SAID THE HARD WORK THAT HAS BEEN HAPPENING OVER THE LAST SEVERAL MONTHS PUTTING THE JOINT PARTNERSHIP AGREEMENT TOGETHER.

KUDOS TO AUSTIN TRANSIT PARTNERSHIP STAFF AND CAPITAL METRO STAFF WHO REALLY DID GET SOMETHING STARTED.

GETTING STARTED IS REALLY THE HARDEST PART OF A BIG PROJECT SO THEY STARTED WITH A DRAFT AND WE'VE BEEN CIRCULATING THAT DRAFT AND GOING BACK AND FORTH AND WE'VE COME UP WITH A REALLY GREAT METHODOLOGY IN ALL THREE AGENCIES WHERE YOU CAN SEE THE TOPICS OF ALL OF THE ISSUES AND MATTERS THAT ARE GOING TO BE ADDRESSED IN THE JPA CAN ROLL UP INTO THESE IT LOOKS LIKE EIGHT NINE PERHAPS CATEGORIES FROM COMMUNITY ENGAGEMENT THROUGH DESIGN, PERMITTING, UTILITIES, CONSTRUCTION, WORKFORCE ON DOWN TO SAFETY AND OPERATIONS AND MAINTENANCE.

SO FROM THE CITY'S POINT OF VIEW WE HAVE WORK GROUPS FROM VARIOUS FOLKS FROM ALMOST EVERY DEPARTMENT IN OUR CITY.

MY BIGGEST JOKE RIGHT NOW IS I'M GOING TO FIND A WAY TO INVOLVE ANIMAL SERVICES IN PROJECT CONNECT.

THEY'RE PROBABLY THE ONLY DEPARTMENT THAT HASN'T BEEN INVOLVED.

>> DEAD ANIMALS ON THE RAILROAD TRACKS.

>> RIGHT.

SO WE HAVE A LOT OF FOLKS WITHIN OUR ORGANIZATION THAT ARE EXCITED ABOUT THE PROGRAM AND EXCITED TO BE ABLE TO WORK THROUGH THESE REALLY, REALLY HARD ISSUES.

SO THAT IS HAPPENING.

AND I WILL SAY IN RESPONSE TO THE MAYOR'S QUESTIONS WITH REGARDS TO HOW WE'RE GOING TO SOCIALIZE THIS WITH THE PUBLIC, WE ARE WANTING TO USE THE COMMUNITY ADVISORY COMMITTEE.

OTHER VARIOUS STAKEHOLDER GROUPS AS WELL AS THE TECHNICAL ADVISORY COMMITTEES OF THIS BOARD.

IN LATE SEPTEMBER, LIKELY OCTOBER, WHEN WE DO HAVE A GOOD ROBUST DRAFT TO SHARE AND PROVIDE THAT AS A WAY TO HAVE PUBLIC COMMENT AND PUBLIC REVIEW OF THE JPA, THAT IS WHAT WE ARE PLANNING RIGHT NOW.

SO WE ALSO PLAN TO HAVE A GENERAL MEETING IN OCTOBER WHERE THE PUBLIC CAN COME AND ASK US ANYTHING ABOUT THE JPA.

IT WILL BE OUT THERE FOR REVIEW AND THAT IS ANOTHER LINE OF COMMUNICATION THAT WE ARE PLANNING FOR.

AND HAPPY TO TAKE COMMENTS FROM THE BOARD ON THAT BUT THAT IS WHAT WE'VE DISCUSSED YESTERDAY.

THE FIRST TWO SECTIONS OF THE JPA, JACKIE IS TAKING LEAD ON COMMUNITY ENGAGEMENT ALONG WITH THE CITY AND THEN THE DESIGN FOR UTILITIES OF COURSE IS VERY HEAVY CITY ORIENTED ALONG WITH ATP AND THEN YOU HAVE A LOT THAT ARE HA HAS A LOT OF INVOLVEMENT FROM SHARMILA AND CAPITAL METRO.

>> I JUST WANT TO MAKE ONE COMMENT.

THANK YOU, ANNICK FOR DOING THAT.

I JUST WANT TO BE RESPONSIVE TO THE MAYOR'S COMMENT YOU WILL SEE MAYOR THAT'S IN THE BUDGET PROCUREMENT SESSION SO THAT WILL LAY OUT THE PROCESS TO DEVELOP THE ATP DBE PROGRAM.

>> That will lay out the process to develop. The Austin transit partnership has to have a contract because you will be the ones issuing and approving contracts, so the way we're basically a quick summary, but there will be a lot more detail in the joint partnership agreement is, right now and we'll be bringing to you Vicky and Courtney are going to be talking about this a little bit, but the use of the CapMetro, because ATP board has to do something to actually do any contracts, that is the one that's actually certified, the only one that could be really used, and that could get us signed. And then the idea is the CapMetro board just approved what's called an availability study for the federal side, and that just got approved on Monday at the CapMetro board. The same individual consultant's doing that just actually did the city's disparity study and the county's, and the idea is when that is finished, those new goals will be established for FY '23 that then this board will be able to use because it's based on the new availability and disparity studies that went through the federal process. Way more detail obviously would be but that's the quick summary related to, mayor, that point that you made. I just wanted to be responsive to that.

>> So I just wanted to I'm EVP planning and development at CapMetro, I just wanted to underscore what Anik mentioned earlier, that this has been an unprecedented level of partnership and extensive process that led to this. I wanted to thank Ashley and Cheyenne from CapMetro who have been leading the overall process and each of the subsections that there has been so much involvement from S and Es and all of these three different groups three different entities. Just wanted to quickly go over the next steps, the schedule for the JPA. I think the mayor had asked about that as well, and Randy already has gone over some of that timeline steps, but we here we are, since August of last year, and where we are today. So this is summer of 2021, we're coming up on September where policymaker will take place, and in October, ATP, Capital Metro board, work session will take place on October 4th with October 29th is where it would move for action. And you have been following the timeline for this process,



August 7th and November 3rd where the two key milestones that led us all here and we're excited to share this development today.

>> Any question?

>> Do we have any questions? Mayor?

>> Mayor Adler: To follow up quickly, I appreciate the answers. If the initial way you're socializing the JPA is through the committees, is there going to be a way for that's a good way to talk to the community, but not to hear from the community or get responses from the community. So if there's an opportunity, if there's I think that the JPA's significant in part because of the joint partnership agreement, both for what it does, but also what it's not intended or supposed to do, that people are wondering if this is the place to do that. So I think that it's going to be both doing what the part of that, but also finding the right and identifying the right avenues to be dealing with some of the other things that might not be part of the JPA. So being able to get the questions that you might not anticipate because it's not just about the JPA will be important. So if there's a way or a place on the website or something so that people might be able to give you questions so that when you are socializing in front of the CAC or in front of the the task forces, you have the opportunity to be able to address things that you might not otherwise have thought of to address. That would give the community an opportunity to engage with you.

>> Thank you, mayor. That was the one thing I left out of my speil of how we were going to involve the community. And so we are talking about creating, as you said, perhaps the way that we've done on many big projects, a place on the website where someone can send an e mail, it will go to a depository and relative staff on all three can vet it, is this JPA related, is it not? Get back to the person, collect those, probably report back at this general meeting, sort them out and have a very clear way to get the questions answered. I know the public is thinking, a lot of folk whose have been following project connect are thinking about the joint partnership agreement, but you're absolutely right. Some of the questions they may think is related to the joint partnership agreement but really they can be answered in other ways, and we want to make sure that we're being responsive to the community as we move the program forward. You have our commitment that will work on ways to do that through September and October as we're creating the JPA.

>> Mayor Adler: That sounds good. I've seen you do that before and that worked really well. I should have known you were already planning to do it. Thank you.

>> Thank you.

>> Mayor Adler: The other question that you asked, JPA helped, and the last question I was supposed to ask, tell me if I'm supposed to ask it now or not, is we're getting a lot of calls from people now that they see the drawings come out that shows some measure of disruption, you can't make an omelette without scrambling the eggs a little bit. What are we telling people in the community that are considered about mitigation issues?

>> We've started, now that we've gone through the details and bringing them out to the community for the outer portions of the orange line and the blue line and the presentation, you'll hear later, is going to take the center of the city. We were going to go ahead and have that live meeting next Saturday. We're going to do it virtually, the same way that we've done a lot of the other meetings, and we actually have

had more participation on the virtual side than we did with a lot of times with in person. And we'll also be going to the community groups. One of the things that was there that Jackie showed early in the presentation was the different community groups that are along the alignment. We will be getting those technical pieces out and we'll continue to do that to vet those.

>> Mayor Adler: That sounds good. And if those are the moments to hear about construction and mitigation, make sure, please, that you advertise those public meetings with that specific thing in mind, so people know in addition to just learning about the line, they're going to hear about that as well.

>> Okay.

>> Mayor Adler: Thank you.

>> I know I both of you. Who wants to go first?

>> Thank you. Thank you, Anik. Just a quick question on the JPA, is the goal of the JPA with respect to, say, DBE to set goals or is it more just to delineate roles and responsibilities, just

>> Since I gave the a little bit of answer. It's going to really talk about how the process for the ATP to set the goals.

>> Okay.

>> Because at the end of the day, you can't set a goal now

>> Right.

>> because we've got to right now the ATP will use CapMetro's goal because it's the only federal certified transit goal to be assigned. And then like I mentioned, the CapMetro board just approved a new contract with the consultant to do the availability and disparity study. It will take about a year and a half. It's being done to be brought back here by our procurement and our DBE team for you all to say because the board will ultimately have to approve a DBE goal, but it has to be driven through the federal process, right? But then there may be language that you can incentivize above goals based on meeting federal requirements, so the JPA's going to talk about that process. And there's going to be multiple things in JPA to talk about process, because things are not done, right? There's going to be safety program things. Obviously we don't have safety programs done on things that won't start for several years but it's talking about the process. There will be process of sustainability goals for construction contracts, which that's part of the design process, but also part of the costing process. And so I think you'll see, there's a fair amount of stuff that it's all about the ATP must set up a process for.

>> Got you.

>> Because ultimately you are staff supporting you all, responsible to contracts that effectuate whatever the processes are.

>> Okay.

>> Other things that are important really that David and Anik are working on and they're doing a great job, so really most of the document will be really technical on things like utility relocation, right of way, permitting, things like easements, things of that nature, incredibly detailed that Anik, Austin energy, Austin water, people like that are working with Dave's team on.

>> Okay. Thanks.

>> So I was going to ask that similar question to Tony, but I have another part of that. Where does the antidisplacement fit in here under the topics?

>> So we have our housing and planning department excuse me, at the city of Austin is who point on the 300 million. They've already received, as you all know, 23 million of the 300 million, and we are still figuring out is there a place in the community engagement section to talk about the equity assessment tool that is close to being completed and how that might and how that might work in the JPA for transparency, but that's a very good question. And we're working through where that can be spoken to and what is the right level of information that should be there, related to the 300, which is part of the program, the 300 million which is part of the program.

>> Okay.

>> I think you'll see it also in the real estate section.

>> I was going to say.

>> And there will be references back to the ILA that's already been approved.

>> Uh huh.

>> Because it will be clear that the city's housing department is the responsible staff wing to do that part of the program versus other parts. So I think Anik hit the nail on the head, we're trying to figure out how to weave the equity assessment tool in the CE section, but in the same time in the real estate section references to annihilate that's already done that you all have approved with the city of Austin.

>> So there will be cross reference? So the things that you mentioned that are cross referencing on how we're going to award the grants for the antidisplacement will be part of this JPA?

>> Yes. So the JPA will have a bunch of information on topics that you have not done any agreements on, and there will be sections that just reference on all the work that you've already done. We don't have to redo the work an ILA done three weeks ago will be referenced in sections and there will be other things that we haven't got to.

>> I understand that. But we need to have it in writing everywhere we can address it, in all agreements, all documents, and not just the antidisplacement, but just in general, because that's you start skipping over things, and then we'll be running to try and catch up.

The last question I had is, when will a draft be out so that we don't ask the public to read a five hundred page document that's already pretty done?

>> Yeah, that's a good question.

>> You like all my questions. That's good.

>> That what?

>> I said you like all my questions.

>> I do. I don't know if anybody else wants to comment on that, but I will say as we are working our way through all of the sections of all those topics that were previously on the slide, and as they become ready and agreed upon by the three partners, which is what we're in the middle of right now, you know, we will talk about, you know, how to best release those. You know, maybe it's by a searchable something on the website that's searchable, so if someone is really interested in the DBE or workforce program, they can just click there to see it when we're ready in October for that to be viewed by the public and to take those comments from the public or take, you know, questions through the e mail portal or however all the different ways that we're going to do it, our public meeting. And so that's how I you know, in having managed these big projects before, like the Austin.

>> And if we have any NWBE goals or any type of participation goals, that we include those in our portion prior to execution and any applicable insurance goals or anything else applicable to ATP that is not already included in those particular co op agreements. So the first of which is the general service administration or the GSA advantage. What allows ATP to join this is we are defined as a local government under 40US code 502 and the section of the eGovernment act of 2002 that gives us authorization is public law 110248. The requirements that we have to join GSA is that we register our domain, so we'll have to use when we go, we'll use austintransitpartnership.org. Right now I understand we're in the process of shortening that, but we'll register the domain and we'll have the ability to use GAS for the purchasing. And what we're using this for immediately is for eBiller, which is our project manager software that our project manage team uses to manage projects, so that's the importance of bringing this to the board now.

The next co op is what's commonly referred to as TIPS, or the Texas interlocal purchasing system. Again we're defined as a government entity under 791003, the authorization is under Texas Government Code section 791 which is the interlocal corporation contracts, as well as the Texas Education Code Section 8002, which is the regional education services contracts. In order to enter into this particular co op, we just it just allows us a license to purchase and we just have to have board authority to enter into the co op. And I do apologize, but what this one will allow us to do is to use planet bids so that we can do procurements under the ATP umbrella versus the CapMetro umbrella. It's an eSourcing. And the next one is the Texas department of information, or commonly referred to as DIR. Again, our eligibility is that we're a local government and we authorize under the interlocal government corporation act, and all we have to do with this one is we enter into what's called interstate corporation contract, which if we have the resolution, we just sign it, we send the information in, and what this allows us to do as we continue to move into our building is to purchase I.T. technologies if we need them. So with that, that's all I have. If there are any questions related to those, I'll be more than happy to answer them.

>> Thank you, Mrs. Frederick. Do we have any questions from the board? No?

>> [Inaudible]

>> Thank you.

>> Thank you. I think this was the easiest one today. So thank you.

>> Well, if there's no questions, I'd like to request a motion and a second to approve the action item number three. Do we have a motion?

>> I'll make the motion, Madam chair.

>> Dr. Burnett. And second? Board member Elkins second. Everyone who approves, say aye.

(Aye)

>> Any nays? The motion passes unanimously. Thank you. Our next item on the agenda, we have an update on the central alignment from the orange and the blue lines from Mr. John Remm, deputy program officer and Mr. Peter Mulan, chief of architecture and urban design, and officer of the Austin project connect office Mrs. Annette Bordet.

>> Good afternoon, chair, board members, Executive Director Clarke, today we will present to you the central alignment for the 15% design, and I have to say to you, it's an exciting time to be to this point. We've transitioned through the alignment and this is an area that definitely highlights a major piece of the program, the central alignment is the core of the city of Austin. It's an outstanding opportunity for us to really develop the area for residential and commercial, and what this city really has is an opportunity to become an outstanding growing great city that is definitely a shining star on the map. And so today, I'd like to start with the project connect sequence plan. And this is something you're familiar with, but we always like to go back to the core of where we began and what the program consists of. And I touch on that word "Program" again, we continue to emphasize that. Today the orange and blue line projects as part of the program of what we will continue to brief you on, and it shows the outline of the years that we go through, our planning phase, the design, the construction and commissioning of those two projects, as well listed are the metro rail projects, the metro rapid, metro express park and rides, the metro bus, the computer tech systems and the antidisplacement investment. Also I'd like to continue to highlight the key milestones and the progress that we've made. We've gone through and been able to put the checkmark there for the notice of intent for the NEPA process. We have completed these 15% design submittal and we are in the process of completing that review process and we have submitted our letters requesting entry into project development into the FTA, and we anticipate to receive approval for that process in August next month. As well, just to highlight the schedule and the key milestones moving forward as we touched on a little bit earlier, we do have the project that continues to progress from 15% design level to 30% design level. That would be this time next year that we would go through a process to fully complete that process and allow the completion of the public comment phase. So this walks you through spring of '22, that draft being submitted, the DEIS being submitted with design and cost estimates, as well as in spring of '22 that's when we would get our initial FTA rating and then completion of the 30% design and cost estimates and comment period which will lead us toward that major milestone of receiving the final environmental impact statement as well as the record of decision in December of 2022. So, again, the alignment briefing sequence, we started this process in May with the blue line, we continue last month in June with the orange line north and south, and now our focus today will be on the central alignment downtown to SOKO. So today, we want to actually take you back in time a little bit and show you the processes that we've gone through as a city to develop transportation. And so this next slide highlights it's not it's locked up. So the next slide highlights the overall program in the central alignment. And what we're showing are the different modes of transportation and the connectivity throughout this area. You can see the stations that are identified, the transit hub that's identified throughout the area, the connections for the red and the blue line, and as well, you can see the with the purple lines that are identified, the bus routes that are throughout the area.

And so I'll start a process where I hand this off to Peter Mullen, our chief of urban design and architecture, and he's going to walk us through and take us through a process a little bit back in time in 1839.

>> Thank you, John. Yeah, we like to put what we're doing with project connect in historical context, so going back to the beginning.

>> I will stop the recording here. And guess in the future I will have to

>> Can you mute yourself, please.

>> So we like to go back to the original plan of Austin from 1839 and because much of what we're doing in the central alignment reflects the original inherent structure of the city and its original plan, and in particular, the four historic squares, Republic square, brush square, Wooldridge square and now lost Hamilton square on the northeast, but the two on the south, Republic and brush square are an important part of the central alignment as we start to weave this new transit system through the center of the city. It's also important to note that transit in the center of the city is not new. In the 19th century, we actually had intercity rail that came right into the center of downtown and we had two train stations actually at the corner of third and Congress. Those both were lost in the middle of the 20th century, but that was they were important part of the city's growth at its earliest in its earliest days. And so it's, again, something that I think can be reflected as we move forward into the future. Moving forward we also had a robust streetcar system downtown, and this, you know, was very active, again, through the second world war. Again, lost for a long time, but I think, again, it's important to realize that this transit system was an important part of our city fabric for much of its history. We also think it's important to recognize some of the less positive episodes in our city's history and the history of city planning in Austin. One example, the most notable example, Austin master plan which red lined parts of the city and really and segregated the city racially and economically and, you know, we're still we're still grappling with the impacts of that segregation. I think we feel like part of our role with project connect is to figure out how to stitch the city back together to the best we can and really build a connected city for the 21st century that heals some of these wounds. And we're also building on the policies of the recent past. And I want to let Anik talk a little bit about those and how they inform what we're doing today.

>> Thanks, Peter. I would like to just elaborate a bit on these three policy documents. To take a moment, because they really do provide overarching direction for this program, but most importantly to help guide the project development phase that we're in now, the vision has been established, but now we have to make it so. And we still need to be guided by the policy directives in these three documents. So the downtown Austin plan adopted in 2011 as a transportation goal, it stays that we should develop downtown as a multimodal transportation system that improves access to and mobility within the downtown. That is what we're achieving with project connect. And that down streets should be rebalanced to provide more equitable accommodation of and for pedestrians, bicyclists, transit, scooter users, I'll add that in. That wasn't in the plan because it wasn't a thing when it was done, and vehicular mobility. As we get into the ASNP policy, you know, we in chapter 3 of the ASNP, we developed the vision for all of the modes that the city's responsible for, but understanding that our goal with the ASNP is a 50/50 mode share because that was the data driven approach to the Austin strategic mobility plan that had us look to the future with data to say, if 50% of us still need to drive alone, that's okay. If the other 50%, even as we double our population, can walk, because land use is really important, can

bicycle, we're taking leaps and bounds with our bicycle infrastructure. I rode my electric bike here today so I didn't get too sweaty, our pedestrian infrastructure, but transit is key. And as, you know, telework has been key because of the unprecedented, I'll use it for COVID, board member Stratton, you know, the unprecedented silver lining of if there's any at all, if you even want to call it of that of COVID of telework, right? If 50% of us can do different things but we quadruple transit use, that's the key to that 50%. So just really understanding how we do that and creating place and creating ridership, but also understanding that we have to respect our past, our current and our future people and riders as we create one of the economic goals in imagine Austin and the downtown plan, which is creating cultural centers, right? And so Peter's going to talk a lot about what the stations mean to this plan as I hand the presentation back to him. And so finally, I want to reiterate that while we have really fantastic policy direction, we need to continue the collaboration and coordination that was done in the planning phase of project connect with the city and our residents and our stakeholders, and continue that through project development, because only then are we going to figure out the right balance of the tradeoffs that we're going to need to that are going to need to happen as we retrofit project connect into our urban fabric. So great policy guidance, continued collaboration and now Peter's going to talk about the green spines. Thank you.

>> Thanks, Anik. Yeah, so looking ahead at project connect and the alignments downtown and the central area of the city, really I think that the what Anik touched on about that this has to be a system that is both about transit, but also about other modes as well. It's all about connectivity. This is a program, it's a system. All of these modes have to work together, so we are taking that what we've previously described as this human centric and holistic design approach to the alignment and its development. When we look at the downtown area, really fourth street has emerged and as we've developed the design and advanced the design, fourth street has emerged as the key, right. It goes back to that original historic plan of Austin, we have the ability to imagine fourth street in a way that is exciting for itself, but also helps to reinforce the two historic squares that it connects, brush square and Republic square. You'll see how all of the different lines that come into the center, basically all converge onto fourth street. We have the existing red line coming in from the east, the proposed orange line alignment basically align with Guadalupe street on the west side. The blue line coming in from the east along Trinity street and then cutting across fourth street, and then interlining with the orange line, going up to the north. In the future, the green line coming in, new commuter line, that will connect us to colony park and hopefully eventually Manor. Coming in on the red line alignment as it comes into the center of the city. And the future gold line, again, interlining with the orange line, cutting across fourth street and then continuing up north all along the Trinity street alignment up to highland mall. So you can see how all of this is coming together on fourth street, including the new med electrarapid lines as well, and there are other bus lines that kind of emerge in this area. What's exciting about this is kind of about interconnectivity between the lines and how do we design the system to take advantage of that and leverage that to provide as much access as we can. So along that converging alignment of the various lines, we are anticipating five potential stations, government center capitol west to the north, and then four stations roughly aligned along fourth street. We've got republic square on the west, Congress Avenue station at Congress Avenue, the convention center brush square station on the east, which is sort of a combination of the existing downtown station on the red line and then access to the new lines that we're being proposed, and the rainy max station down at the south. And all of those four of those five stations would be connected by a downtown transit hub, which would be a multilevel system basically connecting all those through the subway, right, in this area. So, remember, a lot of

these lines, and we'll show how this works, are traveling underground in a new subway system in this area. So here's another view of that downtown transit hub. The yellow area basically outlining the extends of that interconnected undersystem connecting those four stations, and you can see, you know, basically I'll go through in detail how they all work, but the idea is, again, that the convention center or brush square station is both the aboveground station for the red line but also providing access into the subway system. The other three stations, republic square, Congress Avenue, rainy Mack would be underground stations serving a variety of lines as they come through this area. One thing that informs the way that we're advancing the design is about how do we make this system, right, especially an underground subway system, which is new for Austin and new for Austinites as intuitive and as easy and basically as pleasurable to access and to navigate as possible. And particularly for all users, right? If we design for users who might be who have the hardest time moving around, then we will be designing for everyone. And so a lot of the sort of the orientation line of the concourse is really designed about designing for the breadth of users in the city. So this is how it works, and this is a cross section through fourth street. And you can see the section above and then there's the planned diagram at the bottom showing how the lines come into that fourth street corridor. We're seeing fourth street really as a multilevel multimodal corridor connecting street level, an intermediate concourse level and then the platform and train level below. And so there would be kind of continuous concourse at that intermediate level basically connecting the street to the trains to a number of all the lines that converge in this area with republic square stationed on the left, on the west, Congress Avenue stationed in the middle and convention center, brush square station on the right.

And you can see how the above grade trains, the red line and the green line coming down on the right side connect down into that entrance and that transit node. Here's a little bit of a detail about how it would work between those three levels and I think the key with designing a multilevel system is to make it, again, as easy and intuitive to understand as possible. So we would have stairs, escalators and elevators connecting all three levels. You can see the elevators in colored in blue. Again, this is a diagram, this is not a design per se, but it's showing how we make this really simple and intuitive and providing universal access throughout. And here are some of the looking at precedents, I want to just point out some of the elements that make these multilevel systems work best from a design perspective. So and this is an example, we're really looking around the world for best in class solutions here. You know, you've got access to natural light, right? So you've got a connection to the outdoors and to, you know, the areas where we feel most familiar and most and best oriented. We have generous sidewalks and escalators. We anticipate lots of people moving through these stations, and so we want to make that as easy as possible. Long sight lines connecting these different levels, so you can see you can see down into the platform level. This is both for ease of navigation but also for safety. And so these are just some of the elements that we want to make sure we're designing into our station's design. Again, we're not there yet, but we're trying to design the alignments to allow for these conditions. You know, one of the benefits of having a multilevel system is that we have the ability to create double height spaces, so the platform environments themselves are not cramped and you don't feel constrained and compressed, but these are actually generous spaces that can be I don't want to say ennobling is an esoteric word but we have to think about creating beautiful spaces and this is one way we can do them. And then looking at sorry, it stuck. There we go. Materials, you know, making sure we're putting glass in the right places so that we have long sight lines and visibility. This is both about, again, ease of navigation and safety. And then some of the specific technological amenities that we're anticipating on the platform level are platform screen doors, right? So these were doors that



basically secure the platform from the tracks. This is both for safety, so that people are not getting into the tracks, but because we are imagining that the platforms would be conditioned spaces, you know, the platform doors allow us to control that conditioned environment more efficiently. It also gives us the opportunity for signage and way finding, again, very critical aspect of this system, so, again, making it as easy, intuitive to navigate as possible. And then thinking about the beauty of the way we're imagining the system right now on fourth street, is that we can really design the system from the street down, right? This is about one of the opportunities is how do we use this new transit infrastructure to actually enhance what's happening on the street on fourth street itself. And create this new really signature green spine, one of the great streets of Austin, in this location. I'm going to hand it back to Anik to talk a little bit about kind of the transportation opportunities here and from a policy perspective.

>> thanks, Peter. The city of Austin stands ready to make sure that what we're designing in this preliminary stage does support, as Peter said, the you know, allowing for us to create place, to keep and create place along fourth street and along other areas. You know, we want the design to be guided by the values of Austin and also guided in project development by, like I said, continued collaboration and coordination with residents, the business owners and stakeholders and of course guided by our policies. We stand ready to collaborate, we know that we can do things different for different results with regards to fourth street and how it connects the proposed station. So there's aspirations, and I think we can do better than this. This is today. And I think we can do better. We can have you know, we can connect the stations downtown and have a more vibrant, urban environment that makes it safer for everybody as we connect on the light rail underneath us, but also on foot, by car, by bike and other places. So the Austin transportation department and the city stands behind these aspirations as we look at the details of the alignment, but also thinking about how does that affect our ability to create spaces like this as we move the program forward. So back to Peter.

>> Great. Thank you. So along fourth street, we're looking at three major stations. These wouldn't be the only entrances into the system, but three major hub, two at the end and one at the middle of Congress Avenue. The two at the end really function as kind of the book ends of this newly reimagined fourth street corridor, adjacent to the historic squares at republic square and brush square with and, you know, this is the view looking west on fourth street at brush square, so brush square is directly to the right and the convention center is directly to the left, and you can see this is a large plaza area that was built as part of the renovation of the downtown station for the red line a couple years ago. So we have an opportunity here to create a really generous entrance into the transit hub with a signature piece of architecture that, again, signals what's happening below, but also serves as a kind of architectural book end to fourth street. And, again, looking at precedence, you know, thinking about glazed, transparent structures that are both generous and inviting to the public down into the transit system below. You know, these there are lots of great examples of this around the world in different scales and sizes and forms. I think, obviously, we'd want to do something in Austin that's distinctly Austin, so this is not design, per se, but I think just the opportunity just an idea about how we create these structures that invite people down into the system. This is a smaller scaled one than Philadelphia. Again, I think you can see how there are ways we can incorporate this with historic architecture and obviously that's an important aspect of how we'll develop this going forward. On the west side, republic square would be the other book end and similarly we've got some we imagine hoping to basically enlarge the sidewalk in this area to create enough space where we could have that kind of station entrance into the transit hub at the western end of fourth street. I want to talk a little bit about republic

square, you know, because we've made some minor adjustments to the plan, the alignment. We had been seeking a bill through legislature to allow us to build part of the republic square and station underneath republic square, that did not get picked up, so we have adjusted the alignment of the republic square by pushing the platforms a little bit to the north. This slide north is to your right, if you can imagine, and so the platforms would be centered basically between fifth and sixth streets, and part of the station remember this is all underground still, an underground station, and the idea is we would collaborate with the developments on both sides of Guadalupe to provide station entrances as well as the necessary service and back of house space for that station. But it allows us to basically continue the alignment and continue building a station in this location without touching republic square proper. We would seek to build an entrance on the you can see it on the left hand side of the slide at the end of fourth street as I was saying before that would connect to the concourse and to the transit hub. So in the center, this is actually sort of a new evolution of the design, which we're excited about. The idea of building a station at the corner of fourth and Congress. And, again, it's important to recall that we once had a train station on the corner of third and Congress. It's interesting, I've found that very few people remember this, right? This is kind of and I didn't know about this until we got into this process, too, so it's been exciting to discover.

>> [inaudible speaker]

>> Well, it's interesting that we tend to have short memories, right? And we need to have longer memories, but I think we have the opportunity to create a hub in the form of a piece of architecture, a building in this location in a way that was done, you know, in the earliest days of the city. So, you know, looking at there is a parking lot currently at the corner of fourth and Congress that's been a parking lot for 50 years, and I think we have the opportunity to create a new transit hub that really is could be a piece of civic architecture. All great cities have great train stations. Apologies to the Amtrak station, but we do not have a great train station in Austin right now. Obviously, this is bigger than what we would be able to do on the corner of fourth and Congress, but, again, symbolically, it's an important idea that I think we need to pursue. Similarly, these train stations are often combined with great public amenities, right? It's not just about transit, it's about the other things you can combine with transit when you have lots of people moving through these buildings. And so redding terminal market, a good example in Philadelphia, and this is a more contemporary example, lower Manhattan, this is the Fulton center, a public presence on the street to signal this is a public building, this is a civic building, it's different, possibly, than just a part of the commercial fabric of the city. And we need those public nodes. This is early concept diagram, this is not a design, just to be clear, but just showing how we could incorporate some of those elements I talked about before, natural light, easy access, you know, between multiple levels with long site lines. You know, in this case, potentially office floors above, that's a very typical condition, but creating essentially a new landmark at the corner of fourth and Congress with access down to the system below at the center of this underground transit hub. Okay. And then at the east side of the transit hub, we have the convention center brush square station. You can see basically the existing downtown station on the red line, which will also in the future serve the green line, with you can see the entrance into the transit hub in the background, that kind of pink square that's highlighted that we talked about earlier. And then going to the south, we are imagining a new station at the rainy Mack station, so on the blue line, that would have entrances south of Cesar Chavez, we are looking at two opportunities for entrances south of Cesar Chavez, one to the east, which would be adjacent to Waterloo greenway and waller creek and one that's slightly to the south just at the end of Trinity street

very closely adjacent to the butler hike and bike trail. I think it's important to see we've highlighted the pedestrian paths from the station entrances to rainy street and to the Mack. Again, rainy street would be a four minute walk, the Mack would be a six minute walk, so this is really close. You know, great proximate access to that neighborhood which is obviously growing so intensely these days, and, you know, we're taking advantage of other major infrastructure improvements that are happening in the building. Water greenway will be putting up a building, new bridges over waller creek that will facilitate that pedestrian movement, and I think it's actually a good example of how we're trying to pull all of these city/community investments together so that the whole really works better than the sum of their parts. And then those again, that part of the plan for the bridge across the lake is to have a pedestrian/cycling component to it, a really generous run, important one, so that that you can see how all those pedestrian paths kind of come together and work together with the station entrances a little bit to the north. Okay. So that's the kind of the downtown transit hub. I want to cover two other areas, the government center capital west station to the north and also south Congress. So looking to the north, the next station on the orange line north from republic square you can see this map is showing three different options, republic square's at the southern end of the diagram. We're looking at three options for the location of the government center, capital west station. And we're evaluating those options for a number of different criteria. One of the most important of which is the location of the portal where the underground system comes out of the ground and basically then goes back onto the surface. So if you can imagine basically the orange line is coming north on Guadalupe or underneath Guadalupe underground, and then at some point it's got to rise up to the surface again, and we're looking at two different options for that. One is where the portal, which is that sort of black Chevron. One would be between 16th and 18th streets, and the other options would have the portal located just north of MLK boulevard. So here's just a detail on that. You can see the aqua color is the location of the portal. One of the features of the portal is because basically the terrain is going to be in between the underground and the surface, it does cut off vehicular access or pedestrian access across the guideway in that location, so in this case, 17th street would be blocked from traffic and pedestrian connection across Guadalupe. The other option is to take the underground tunnel north of MLK, you can see that's in the purple the orange color, and then the aqua, again, is the portal. So the train would rise up and then you'd be aboveground by the time you get to 21st Street. I will say that this option, the roadway is much more constrained in this location, so it's a you know, it's kind of a tough fit. This moving the portal north of MLK has some advantages both in terms of the width of the right of way but also being able to basically manage the intersection of MLK a little bit more easily. Although there are also additional costs associated with it.

One of the things that I think also another important criteria that we're looking at is, you know, ridership and looking into the future, you know, I think we're going to see a lot more density north of the capitol with the ongoing construction and development of the capitol complex. Phase 1 under construction is already complete. They're already in the process of developing phase 2. You can see a map of the capitol complex on the left. We're going to see a lot of riders in that area so making sure the station is as close to those riders as can be. The other criteria are about making sure the station's kind of halfway between republic square and the UT station so you can see the dimensions there with these two options. The other one, I would point out, is that we are seeking we are looking, right, as we always do, try to maximize interconnectivity of different modes, a place where buses, whether they're intercity buses or metro express, could terminate in the downtown core and connect directly to the light rail system. And obviously real estate options for that are limited. We are working with, you know, our

partners to identify opportunities. There is, you know, a couple of county owned properties that we think may be promising. Again, lots more study to come there, but that's another criteria that we need to evaluate and as we evaluate these options. And we will be taking all these options to the public and getting their feedback as well. So this is just qualitative example of how we measure those options on a variety of different criteria. I'm not going to go through this in detail, but you can see this is how we approach this decision making process. We'll be sharing this with the public as well in the public meetings in the next couple of weeks. Here are some details on how station those different options would be configured relative to the actual station. I'm not going to go into detail here. Some of them are more compact than others I will say, because we've got to and emergency access, et cetera, so, again, looking at the relative cost of these stations is part of the decision making process as well. Moving on to south Congress, again, here's the area map showing the auditorium shores station and the SOCO station and those 10 minute walk sheds associated with those stations. So, remember, we are underground on the right side. I want to talk about what happens when we cross the river. So in the alternative analysis phase, we had anticipated that the crossing of the orange line over the lake would be on a bridge. And as we got into the preliminary engineering and studying all of the parameters that would affect or the alignment of the orange line in this location, we realized there's a number of different potential conflicts with a bridge in this location. You know, I'll point out a couple of them. One is the location of the portal, or, again, the portal is where the surface level trains go underground, so you can see that black Chevron in this scheme it was going to be located between Cesar Chavez and third street. As we looked at this in more detail, we realized that would require the closing of second street, which is going to be not ideal. Also, there are a whole series of utility conflicts on the north side of the lake, right where we would want to go underground, that we're going to make that more complicated and expensive to move. We're also recognizing that the area on the south side of the lake at auditorium shores is a big floodplain, right? So, you know, having to figure out how to manage that with the alignment was providing a challenge. So as a result, our current recommendation from the design team is that we extend the tunnel from downtown for the orange line underneath the lake and continue it to the south side so that auditorium shores would be an underground station and we would basically cross the lake underground as opposed to being aboveground. Auditorium shores station is a little bit of threading a needle. There are lots of utilities on Riverside where actually you can see the blue area, the big blue area is basically the station box. That would be underground under two sites that are likely to be under development, so that would be another developer coordination effort, and you can see that we're also but still anticipating a concourse going back to auditorium shores and the corner of the long center and the Palmer event center, so having a station on the west side of south first street to connect to all those public facilities over there as well as some entrances closer to the station box as well as to the east. So that's how that would be configured. So we're underground coming underneath the river. And then the question is, well, where do we get back up to the surface as we move south? And, again, series of conflicts, I'm not going to go through all these in detail, but the most, I think the significant one is bolden creek, right? We realized we couldn't get above up to ground to get over bolden creek in time and above the bolden creek flood zone, so basically that pushes extends the tunnel to the south side of bolden creek. And then the question is how do we get up to the surface? So we're looking at two options for where to come out of the where to get to the surface on south Congress. Option A and option B, which we're colloquially calling the short tunnel and the long tunnel. The short tunnel gets us to the surface as quickly as possible and the location for the portal would be around Nelly and academy streets. You can see the black Chevron where the train would come out of

the ground and get onto the surface. And in this scenario, the station location would be near the lively middle school, a little farther to the south. You can see that in the blue box on the diagram. And so you can see we're underground and then we come basically midway through south Congress to that retail district, we come up to the surface. In the long tunnel, we stay underground longer, the SOCO station would be another underground station and we do have some flexibility about where to locate that, given that it is underground given our footprint above the street would be minimized and then the portal is basically further to the south just south of the middle school near Leland street. Similarly we're evaluating these two options on a variety of criteria sorry, my slide is stuck. It doesn't want to see the criteria. Okay. Thank you. Here's just a summary of the two options. You know, the short tunnel, the long tunnel. One of the benefits of the long tunnel is it does give us a little bit more flexibility in terms of the roadway and how that gets reconfigured for bike, pedestrians, traffic, parking, et cetera. With the short tunnel, we have to and the inclusion of the light system and the station, it's a little more constrained. There are lots of other criteria as well that we have to measure. There we go. Yeah, a whole series of other criteria, construction impacts, property impacts, costs will be a big one. So, again, this is part of the public conversation that we're anticipating and we'll be reviewing this all with the public. Again, there's some details on each of the station locations, I won't go into this in much detail. That's all part of the public process that we'll be sharing with the public going forward. So that's the central alignment. We are in this moment where we're putting all this out to the public, we're really excited to share it with the public and get their feedback. This is in response to board member Stratton's question before, I think, about when does all this get fixed? We really want to use this time to get as much feedback as we can and fold that into the mix, because it may result in changes. I mean, we have to be open to that based on the feedback that we get and the information that we get from the public. So we're holding whole series of public meetings as Jackie said earlier in the next two weeks. The open house on July 31st, unfortunately we are we have canceled just given what's happening with COVID right now, just to be, you know, cautious. I hope we can find another date for that in the future if things get better. And then there is, you know, over the course of the next month, online, self guided tours, and we you know, we'll be collecting lots of comments during that period. And then we'll be reflecting on those and then folding them into the process. So happy to take any of your questions. I know that's a lot.

>> Thank you, Peter. I wore out the board already. They're dropping like flies.

>> I know the mayor may have to leave, so I want to give you the floor, mayor. Do you have any questions, comments?

>> Mayor Adler: I'll be real quick. Thank you very much. Just incredibly exciting to see. And it just feels more real and more transformative when you see the pictures. As with the discussion earlier, I hope we're able to extend the distances to make them work. As we've talked about before, that obviously, you know, involves cost issues and scope issues and the like, but I hope we're able to figure that stuff out. The activity on fourth street probably is some of the most exciting in terms of really transforming urban areas and our downtown, creating a mall like that would be just an incredible step, I think, for our community and for our city. Probably leap frog us past many other cities in the country in terms of that kind of urban moment in planning, so I'm real excited about to see that. What are the advantages and disadvantages associated with the movement of the Republic station because of what happened at the legislature?

>> Yeah. As I said, we'll have to shift the Republic station halfway a little to the north, half a block, three quarters of a block north. I would say the disadvantages of we see republic square obviously as a major public hub, and we want to have an entrance at republic square. We still will have an entrance at republic square, but you're a little bit removed from it from fourth street, which is that main hub. There will be potentially don't know yet some additional cost associated with that, because, again, depending on what we can work out with our developer partners. You know, I think that the so but we're making it work. I will say that the disadvantages are not categorical or enormous. I mean [Simultaneous Speaking].

>> I think it's a good lesson for all of us.

>> Mayor Adler: The disadvantages are potential cost impact and the loss of the direct access.

>> A little bit well, we'll still have direct access, it's just a little bit of a distance, you know. Now, you can also see that as an advantage because now the station's closer to sixth street, right, which is obviously a major hub as well. So there are tradeoffs in both ways. I what I was going to say is I think that it was a really good muscle for us to have to work in a way, right? They're going to be challenges throughout this process, right? Things that come up. We're going to have to figure out how to work around them and solve for them, and I think this is an example of how we've already figured out how to do that.

>> I want to add, mayor, I think what I would frame up, the term I would use the most is it's an opportunity cost loss, right? So that's what, I think, Peter and I, Dave, a few others have really spent time on, it took an option off the table versus allowing the community to have more flexibility as we go through the process. And so we don't know yet on cost and ventilation and different things, it just takes one it takes maybe instead of a two block station underground to one block. The most important thing is track geometry wise, we can make the turn and we know we're building the station. So there's been no change to the concept that we have a republic square station and we can make all the geometry work, it would just be an opportunity cost that we'll have that the community can't get the full effect probably of what we can do because of that.

>> Mayor Adler: Okay. And I apologize, I'm going to need to leave. There's a meeting of kind of the leadership in the area about COVID. Obviously the numbers are just screaming larger in our community right now. It appears as if while the vaccination is really good to prevent someone from getting a serious illness and will keep them generally out of the hospital and out of ICUs, it looks like people that have been vaccinated are able to pass on the virus even if they just have it asymptotically, so I would imagine we're going to be moving to a place here consistent with yesterday's announcement where we're asking people to wear masks indoors, but at this point I don't see a limitation in what people can do or occupancies or those kinds of things. Just a lot more focused on wearing masks certainly indoors. And if you're unvaccinated when you're around other people. So I'm going to leave and put up that call, but thank you.

>> Chair: Thank you, mayor. And board member Elkins?

>> Oh, thank you very much, Peter and John and Anik. I certainly love the vision of what you're presenting. I've spent a lot of time in Denver, seeing the 16th street mall, spent some time there, Fulton street, time square, which you didn't show. So it's a great vision and it would look tremendous on

fourth street. I know that Randy talks a lot about this, and this is kind of project management, which is a function of scope, cost and schedule when you move one, you know, the other two have to move as well. And I think you said the right word, which is this is all about tradeoffs. So if we add things here, you know, so one of the things I think we're all aware of and we need to kind of focus on is kind of this term scope creep, right? And we just need to be aware that as we add features, how are we going to pay for it. So I think this is great, the presentation, I love the vision, but we don't have the full picture yet. We don't have the cost, we don't have the schedule impact, and that will come at the right time and we'll review that. My other big concern is that cost overruns on phase 1 are going to have an impact on our ability to do phase 2. And it's important that we think about phase 2, and I know we all know about that, but that's kind of what got cut out of the plan back in June or July last year when we had to skinny this down to make it kind of affordable, and phase 2 is taking the orange line up to rum berg and tech ridge, taking it south, the conversion to light rail and green line. I think that was somewhere around 3 million, 2.7. So if we keep adding things to phase 1 that are, quote, unquote, nice to haves and not critical, we impact our ability to do phase 2, which is important. So when I take a look at all of this, and I know we don't have the answers, you know, we're expanding the underground tunnel probably in the neighborhood of about 1.5, 1.7 miles, some of that is absolutely critical, we've got to do it through the geotech and flooding, some of it is, you mentioned, the nice to haves, which is the long and the short tunnel and there were two of those. And we also need to understand any time we go underground, I know you all know it, costs go up exponentially. Tunnels are potentially 700 million to a billion dollars a mile, and if we're in New York City, it's 2 billion a mile. And there's higher O and M costs, operations and maintenance costs on tunnels. In addition to that, we're expanding the number of underground stations I may be off, from five to seven, I don't know, and we're going even deeper, so we're going two levels to three, and correct me if I'm wrong on this, but that has a cost impact. And, you know, I know we don't have the answers but those are the things hopefully at the right time we have them so we can understand those.

>> Yeah, 100%. Obviously, we know that we've got to manage the program, right, so all of the projects within the program, within the funding that the voters approved, as well as any additional funding sources that we can find, right? Not from local taxpayers, to be clear, but additional funding, federal grant programs, et cetera, but we know we have to work within that framework. And it's going to be a process, right, to find out and we have come back to the public to present to the board, what those tradeoffs are and how we recommend managing them. Absolutely.

>> Thank you.

>> I wanted to add to that. That's going to be the whole just of this whole board and moving through contracts and obviously we are still you know, we might be almost to the second inning, but we're

[Laughter]

>> Early days.

>> We're still in the first inning, so as we put these, do the diligence, get the information, we want to bring the board information that's been validated, QA'd, QC'd multiple times because when we bring something publicly, we have to stand behind that information, we have to get our risk analysis kicked off and under way, there's a lot of moving parts as you well appreciate. You're very familiar with this infrastructure world. I just wanted to make sure I put a note on what you mentioned about what you

labeled phase 1 and phase 2. Just so you and there's no chance of confusion of the public, all projects that were considered future extensions, so, say, north [Indiscernible] center to Tech Ridge or Stassney to Slaughter, they are not funded, and in no way, whatever we do on quote, unquote phase 1 would impact phase 2. Phase 2 we'll have to go get different money to do phase 2. So I just wanted to kind of mention that. The gold line and those two orange line extensions are not envisioned in any funding scenario at all. On the tunnel part, you are correct, that construction certainly will be more expensive to do that. While there are some O & M aspects of tunnels that are more expensive, there are aspects that are cheaper to run, so we can run service faster. We might be able to get away with less fleet, we might be able to have faster trip times, therefore generate more ridership, generate per passenger cost differently, so there's going to be a lot of that work that we have to get into, too. So what's the balance of running bumps and cleaning this station and air conditioning and ultimately travel time and safety benefits of people can't get on the tracks and delays with other vehicles and things of that nature. So all those points you bring are incredibly important, and we just the volume of work ahead of us to engage this board over the next really it's the next year. By next summer, we really that's when the numbers are going to matter the most, when we have 30% cost estimates for the megaprojects and have some of our risk analysis done and start to figure out how we're going to package things as a group and the best way to implement the program. And I think we'll probably end up around September time frame is what we're working towards to try to get more information to this board regarding some cost estimate structure and I think it's really important we separate budget from cost estimates because they're definitely different things. I think we're going to emphasize the best we can the budget is really the 8.75, that's what the voters approved. We have to figure out how to get the program or projects done within the funding source that has been approved. But we have a triangle, there's scope and schedule and cost and any part of that triangle that move, the other parts have to correspondingly move. And as a community, we're going to have to adjust with that. Right of way, we know there's going to be right of way escalation costs because everyone's property Val you in the city has gone up 30% since January. Well, the property we're looking to acquire is part of that property. Everyone knows there's been a lot of inflationary adjustment on construction costs. We are obviously part of that as well. But then some of that may be transitory and there will be adjustments there. That's the stuff the team is incredibly focused on and we will do everything we can to bring D board as much open transparent information as we get it through the system.

>> THANK YOU, PETER.

THANK YOU EVERYONE WHO HAS WORKED TIRELESSLY FOR THIS INCREDIBLE PRESENTATION.

DO YOU HAVE A COMMENT?

GO AHEAD.

>> YES.

FIRST OF ALL I KNOW WHEN WE STARTED THIS OUT IT WAS A BUNCH -- WE APPROVED A MAP.

WE APPROVED LINES ON -- REALLY LINES ON MAP TO GET FROM POINT A TO POINT B.

WE KNEW WHEN WE WERE APPROVING THE LINES WE DIDN'T KNOW EXACTLY HOW WE WERE GOING TO GET THERE.



THERE IS A LOT OF CONVERSATION AMONG -- IN COMMUNITY MEETINGS AND ACROSS THE CITY ABOUT, WELL, IS IT GOING TO BE BRT?

IS IT GOING TO BE LRT?

WHAT ABOUT THIS, THAT AND THE OTHER?

THE OTHER THING WE ULTIMATELY DECIDED IS WE WANTED IT TO BE LIGHT RAIL AND NOT BUS, BUT BEYOND THAT, I THINK THAT WAS PRETTY MUCH THE LONG AND THE SHORT OF IT AND WE HAD THESE KIND OF PRELIMINARY IDEAS AND WE HAD A PRICE TAG.

THAT'S WHAT GOT TO THE \$8.75 AND HERE IS WHERE WE WANT TO FUNDAMENTALLY GO AND I GET THAT.

I'LL JUST SAY FROM MY PERSPECTIVE -- PERSONALLY UNTIL I SAW THE BRIEFING, I ALWAYS THOUGHT WE WERE GOING TO HAVE ONE SINGULAR BRIDGE, THE GEMSTONE OF THE PROJECT WAS GOING TO BE THE BLUE LINE BRIDGE.

I GUESS I WAS UNDER THE IMPRESSION WE ALWAYS WERE GOING TO GO UNDER WATER -- I MEAN TUNNEL UNDER THE LAKE FOR THE ORANGE LINE.

I DIDN'T REALIZE IT WAS A GIVE AND TAKE THAT WE WERE QUOTE-UNQUOTE LOSING A BRIDGE TO GO UNDERGROUND IN THE FIRST PLACE.

TO ME, THAT WASN'T A BIG DEAL. THE QUESTION I'VE GOT I GUESS OUT OF THIS AND PART OF THIS TIES INTO BOTH THE FACT THAT THIS IS AGAIN TO WHAT RANDY SAID, WE'VE GOT A PLAN, A PRELIMINARY IDEA.

WE'VE GOT A POT OF MONEY AND WE HAVE SOME IDEAS HERE ABOUT HOW WE WANT TO ACCOMPLISH IT, BUT WE HAVEN'T DUG DOWN TO REALITIES.

WE COULDN'T UNTIL THE VOTERS SAID YES, LET'S PROCEED, SPEND MONEY TO TAKE IT TO THE NEXT PHASE AND FIGURE OUT WHAT IT'S REALLY GOING TO COST TO MOVE IT FURTHER DOWN THE -- THE BALL DOWN THE FIELD.

I'LL CHANGE SPORTS ANALOGIES.

>> OR DOWN THE TRACK.

>> OR GET THE TRAIN DOWN THE TRACK.

THERE YOU GO.

SO LOOKING AT THIS, THE 4TH STREET CORRIDOR AS WE'RE TALKING ABOUT IT HERE, REMIND ME, PETER, IN THE INITIAL PROJECT OR THE INITIAL THOUGHT PROCESS OF THIS, WAS THERE GOING TO BE THIS -- WAS THE INITIAL THOUGHT PROCESS TO HAVE A LONG UNDERGROUND CONCOURSE STRETCHING FROM THE DOWNTOWN STATION AS WE WERE PROPOSING TO CALL IT THEN ALL THE WAY OVER TO REPUBLIC SQUARE WHERE YOU COULD WALK UNDERNEATH ALL THE WAY ACROSS FROM ONE SIDE TO THE OTHER?

WAS THAT PART OF IT?

>> I THINK THERE WAS.

I THINK THERE WAS.

AS SOON AS I STARTED ON THIS PROJECT THAT WAS PART OF THE THINKING FOR SURE.

BECAUSE THAT'S PART OF WHAT MAKES THIS INTERLINE CONNECTIVITY SEAMLESS AND WE USE THAT WORD SEAMLESS A LOT.

I THINK THE THING THAT HAS EVOLVED IN OUR THINKING MORE, AND AGAIN IT'S NOT TO SAY IT WASN'T THERE AT ALL, BUT JUST RECOGNIZING THE OPPORTUNITY OF WHAT WE HAVE -- WHAT WE CAN DO AT THE STREET LEVEL, RIGHT, AND THINKING ABOUT TRANSIT, NOT JUST AS -- ESPECIALLY DOWN, NOT JUST AS A TUBE UNDERGROUND, RIGHT, BUT WHAT DOES THAT MEAN FOR THE FULL USER EXPERIENCE FROM THE STREET LEVEL AS THEY MOVE FROM THE STREET IN THEIR DAILY LIVES DOWN INTO THE SYSTEM?

RIGHT, AND THEN THAT STARTED TO STIMULATE THINKING ABOUT WHAT THE OPPORTUNITY AT THE STREET LEVEL WAS AND TO DEVELOP THAT MORE. BECAUSE YOU'VE GOT TO HAVE INFRASTRUCTURE COMING UP THE STREET ANY WAY.

YOU'VE GOT TO HAVE ELEVATORS AND STAIRS AND VENT SHAFTS AND ALL THIS STUFF.

THERE IS LOTS OF INFRASTRUCTURE POKING UP FROM THE TRANSIT HUB INTO THE STREET.

HOW DO WE INTEGRATE THAT INTO SOMETHING THAT IS MAYBE MORE HOLISTICALLY CONSIDERED.

>> PLACE MAKING OPPORTUNITIES.

>> THAT'S RIGHT.

>> THAT WAS ALWAYS PART OF IT; BUT IT SOUNDS TO ME LIKE WHEN -- WITH THE INACTION OF THE LEGISLATION, WHEN THINGS DIDN'T HAPPEN ON THE LEGISLATIVE FRONT, IT SOUNDS LIKE THINGS TWEAKED A LITTLE BIT.

THAT CONGRESS AVENUE STATION AS I LOOK BACK AT THE ORIGINAL MAP, THAT WAS NOT ORIGINALLY PART OF THE PROPOSAL, BUT IT SOUNDS LIKE WHAT WE'VE GOT HERE IS INSTEAD OF BUILDING AS IT WERE MAYBE A TAJ MAHAL KIND OF STATION AS WE HAD TALKED ABOUT, IT SOUNDED LIKE THE REPUBLIC SQUARE WAS GOING TO BE THIS BIG CROWN JEWEL WHERE LOOKING AT REALITY IS WE'RE GOING TO MAYBE SCALE BACK THAT BUT THEN IT GIVES US AN OPPORTUNITY TO THEN BUILD UP THIS NEW ADDITIONAL STATION USING THE EXISTING INFRASTRUCTURE THAT WAS ALREADY PROPOSED.

SO IT KIND OF FEELS LIKE TO ME -- AND WHAT I'M LOOKING FORWARD TO IS Y'ALL MOVE INTO THIS KIND OF COST BENEFIT ANALYSIS AND PROPOSED COST ESTIMATES IS THAT WE'RE STILL SPENDING THE SAME AMOUNT OF MONEY THAT WAS PROPOSED, WE'RE JUST SHIFTING IT AROUND INSTEAD OF BUILDING THE TAJ MAHAL AT REPUBLIC SQUARE WE'RE GOING TO BUILD TWO NICE MANSIONS IS KIND OF WHAT I WOULD GUESS SORT OF LOOK AT IT MAYBE.

>> I WOULD SAY TWO VERY [INDISCERNIBLE] DESIGNED --

>> INSTEAD OF A THREE CAR GARAGE AT REPUBLIC WE'RE GETTING TWO NICE TWO CAR GARAGES.

>> I DON'T KNOW WHAT THE RIGHT ANALOGY IS.

IT'S COMPLICATED.

>> AM I GETTING THERE KIND OF?

>> I WOULD SAY THIS, BOARD MEMBER.

WE ALWAYS HAVE TO REMEMBER THESE WERE CONCEPTUAL COST ESTIMATES WITH NO SPECIFICITY ON DESIGN BECAUSE WE WERE AT CONCEPTUAL.

SO UNTIL THE VOTERS APPROVED MOVING FORWARD, WE HAD NO MONEY TO ADVANCE DESIGN.

>> EXACTLY.

>> SO THAT PART WERE YOU 100% CORRECT.

I WOULDN'T SAY WE HAD ANY VISION OF A TAJ MAHAL PER SE AT REPUBLIC SQUARE, MORE THAN SAY CONVENTION CENTER, IN THE SENSE THAT WHAT WE WERE TRYING TO CREATE IS WHEREVER MULTIPLE LINES COME TOGETHER, WE NEED A LARGE UNDERGROUND URBAN FOOTPRINT TO CREATE THAT FRICTIONLESS TRANSFER.

WE'VE ALWAYS ASSUMED MULTI-FLOOR STATIONS BECAUSE YOU HAVE TO HAVE THAT MULTI-FLOOR TO DO -- I THINK WHAT IS A LITTLE CONFUSING FOR A LOT OF PEOPLE -- AND I'M A LITTLE SPOILED BECAUSE I LIVED IN BOSTON, WHICH IS HEAVY, HEAVY UNDERGROUND SUBWAY OPERATIONS.

PEOPLE ARE CONFLATING WHAT A PLATFORM IS VERSUS A STATION.

AND PETER AND I SPENT A LOT OF TIME ON THIS AS PETER CAME ON BOARD.

WHERE A PLATFORM IS -- A PLATFORM IS A COMPONENT OF A STATION.

SO WE MAY HAVE A STATION LIKE REPUBLIC SQUARE THAT HAS TWO PLATFORMS BUT IT'S ONE STATION.

I KNOW YOU LIVED IN D. C. FOR AWHILE.

METRO CENTER IN D. C. HAS MULTIPLE PLATFORMS ON MULTIPLE FLOORS, BUT IT'S CALLED METRO CENTER STATION.

PETER WITH A LOT OF OTHER PEOPLE FIGURED OUT I THINK A BETTER WAY TO STITCH THE TWO LARGER STATIONS WITH CONGRESS AVENUE IN A WAY THAT CAN CONNECT ALL FIVE LINES A LITTLE MORE FRICTIONLESS FOR EVERYONE.

>> SMOOTHLY.

YEAH.

>> BUT I DO -- I WANT US TO NOT LEAVE THIS MEETING WITH ANY THOUGHT THAT NOT HAVING THAT ACTION AT THE LEGISLATURE -- I DON'T WANT TO OVER EXAGGERATE THE LACK OF ACTION BEING THAT -- I DON'T WANT TO SAY IT WASN'T A BIG DEAL, BUT I DON'T WANT TO PERPETUATE SOMETHING THAT PEOPLE THINK IT'S A BIGGER DEAL THAN IT WAS.

IT JUST TOOK AWAY OPPORTUNITY COSTS TO DO SOMETHING MAYBE INSTEAD OF HAVING WHERE A DEVELOPER IN THIS BLOCK AND THE PARK TWO BLOCKS, NOW IT'S THIS BLOCK AND NOT THIS ONE.

WE JUST WANTED AS MANY OPTIONS UNDERGROUND AS POSSIBLE SO WE COULD WORK WITH THE COMMUNITY FOR THE BEST DESIGN.

THERE WAS NO IDEA THAT IF WE'RE NOT UNDER THE PARK THIS IS A PROBLEM VERSUS THE NEXT BLOCK.

WE WANTED AS MANY POSSIBLE FOOTPRINTS.

SO WE CAN MAKE THE TURNS.

THAT'S THE NO. 1 THING ABOUT TRACK GEOMETRY AND FROM THERE EVERYTHING ELSE IS JUST CONTINUE TO WORK THROUGH.

SO WOULD IT HAVE BEEN NICE?

YES.

BUT IT IS NO WAY DETRIMENTAL TO THE PROGRAM AND WE ARE MOVING FORWARD AND MAYBE NEXT LEGISLATIVE SESSION THE OPPORTUNITY WILL PRESENT ITSELF AND WE CAN ADD FURTHER FLEXIBILITY INTO THAT STATION DESIGN.

YOU KNOW I WOULDN'T NECESSARILY CLASSIFY TAJ MAHAL RATHER THAN THREE MANSIONS.

THEY ALL HAVE TO WORK TOGETHER IN THIS SEAMLESS, FRICTIONLESS WAY WHERE WE WANT SOMEONE TO GO FROM THE ORANGE LINE TO THE BLUE LINE TO THE GOLD LINE TO THE RED LINE.

THAT'S THE ULTIMATE TRANSITION, THEY ALL CONNECT TOGETHER.

>> I WAS REFERRING TO HOW WE BUILD IT AND THE PLACE-MAKING ASPECT OF IT.

BECAUSE COMING FROM D. C. THERE IS A BIG DIFFERENCE BETWEEN SAY A METRO CENTER OR A UNION STATION VERSUS SAY CAPITAL SOUTH.

WHICH LITERALLY CAPITAL SOUTH YOU'RE ON ONE LINE AND YOU GO DOWN AN ESCALATE OR AND BOOM THERE IT IS.

YOU EITHER GO ONE DIRECTION OR THE THEY ARE.

IT WASN'T DESIGNED AS A PLACE-MAKING FUNCTION WHERE PEOPLE COME TOGETHER AND I'M REFERENCING BACK TO EVERYTHING WE DID AS WE WERE TALKING ABOUT THIS WHERE WE SHOWED THESE BEAUTIFUL RENDITIONS OF HERE IS WHAT REPUBLIC SQUARE CAN BE.

THAT CONCOURSE HAS PLACES FOR RESTAURANTS AND COFFEE SHOPS AND LIVE MUSIC AND YOU WILL THIS AND LIGHTING COMING IN.

I GUESS MY THOUGHT TO THAT IS JUST THAT I ACTUALLY KIND OF SEE THIS AS AN EXTRA OPPORTUNITY THAT'S BEEN BROUGHT IN IF WE'RE HAVING TO SHIFT THAT STATION, THE PLATFORM ITSELF FURTHERS NORTH TOWARDS CLOSER TO 6TH STREET THAT'S OPENED UP EXTRA SPACE TO BUILD AN ADDITIONAL PLATFORM AS IT WERE THERE AROUND CONGRESS AND NOW THEN KIND OF SPREAD OUT THINGS.

AND NOW BASED ON WHAT YOU'RE PROPOSING HERE IF WE DO THIS KIND OF CONGRESS SORT OF UNION STATION OF SORTS OR CONGRESS STATION AS IT WERE AND WE CAN BUILD UP THAT WE WEREN'T ABLE TO THINK ABOUT BEFORE, THAT COULD BE AN OPPORTUNITY TO EVEN BE A REVENUE GENERATOR FOR THIS PROJECT IF WE'RE GOING TO MAYBE POTENTIALLY LOOK AT RENTING OUT OFFICE SPACE OR POTENTIALLY PARTNERING WITH SOMEBODY.

SO MY POINT IS THAT I THINK THAT THIS IS AN -- THESE ARE EXCELLENT -- YOU GUYS ARE BEING VERY INNOVATIVE AND I THINK VERY THOUGHTFUL IN LOOKING AT DIFFERENT WAYS OF BRAINSTORMING THIS THAT COULD BE A REAL -- IF NOTHING ELSE -- COST NEUTRAL TO WHAT WE HAD HAD BEFORE, EVEN THOUGH WE DON'T REALLY KNOW WHAT THEY ARE, BUT EVEN POTENTIALLY COULD BE A POSITIVE BASED ON WHAT WE'RE LOOKING AT.

>> THERE ARE CERTAIN ASPECTS AND HOPEFULLY THIS WILL CONTINUE AS WE MOVE THE DESIGN PROCESS FORWARD, WHERE WE'RE ACTUALLY RATIONALIZING AND STREAMLINING THE DESIGN.

WE'VE ACTUALLY REDUCED THE NUMBER OF PLATFORMS IN THIS SCHEME FROM WHAT WE HAD BEFORE.

JUST BECAUSE OF THE WAY YOU HAD TO MAKE THE TURN AND THE CONNECTIONS BETWEEN LINES, ET CETERA.

SO THERE ARE SOME -- THERE ARE SOME EFFICIENCIES THAT WE'RE BUILDING INTO THIS.

AND WE'LL CONTINUE TO LOOK FOR THOSE OPPORTUNITIES AS WE ADVANCE THE DESIGN.

I THINK THE OTHER THING TO POINT OUT AND FOR US TO THINK ABOUT IS THERE IS ALSO THE RELATIONSHIP OF THE TRANSIT SYSTEM TO THE IMAGE IN PEOPLE'S MINDS OF THE PUBLIC REALM.

RIGHT?

AND HOW DO YOU MAKE THAT AS LEGIBLE AND AS CLEAR AS POSSIBLE.

AND I THINK THAT GETS BACK TO 4TH STREET WITH THE BOOKENDS OF THE SQUARES, AND ENTRANCES INTO THAT TRANSIT SYSTEM WITH A MAJOR HUB AT CONGRESS AVENUE IS A CRYSTAL CLEAR VISUAL IDEA, RIGHT, THAT PEOPLE WILL BE ABLE TO GET AND THE VALUE ADD TO THE USERS OF THE TRANSIT SYSTEM.

I DON'T KNOW HOW TO QUANTIFY THAT -- BUT IT IS ENORMOUS.

WE HAVE TO CONTINUE TO LOOK FOR THOSE OPPORTUNITIES IN TERMS OF THE DESIGN OF RATIONALIZING THE IMAGE OF THE TRANSIT SYSTEM IN THE EYES OF THE PUBLIC.

>> THANK YOU.

GREAT JOB.

I KNOW IT'S GOING TO BE EVOLVING AND EVER -- IT'S GOING TO BE EVER-CHANGING AND LOOK FORWARD TO -- AS Y'ALL ARE LOOKING AT THE OPTIONS AND THESE VARIOUS PIECES AS WE GO FURTHER ALONG.

ESPECIALLY AS WE'RE LOOKING AT THE ENTRANCE AND THE EXIT AND THE TUNNEL SIDES ON THE NORTH AND SOUTH SIDES.

I KNOWS THOSE OPTIONS ARE GOING TO BE EVOLVING, TOO, AND THE COST ESTIMATES.

DO YOU INCLUDE SOUTH CONGRESS UNDERGROUND OR PUT IT ABOVE GROUND?

THE SAME DEAL?

WHAT ARE THE OPPORTUNITY COSTS THERE AND WHAT'S IT GOING TO DO TO THE OVERALL SYSTEM COSTS?

I'LL BE CURIOUS TO SEE, DO WE END UP SEEING TO RANDY'S POINT, WILL BE IT BE CHEAPER KEEPING THE SOUTH CONGRESS STATION UNDERGROUND VERSUS ABOVE GROUND.

I KNOW IT'S MOVING PARTS AND WE'LL SEE AS WE GO ALONG.

IT'S GREAT TO KNOW THAT THE COMMUNITY -- WE'RE ALL ON THIS JOURNEY TOGETHER ON THIS TRAIN GOING DOWN THIS TRACK.

>> THAT'S RIGHT.

>> THANK YOU VERY MUCH, COUNCIL MEMBER STRATTON.

>> I WANTED TO MAKE A NOTE BEFORE WE WRAP UP THAT MS. JOSEPH UNFORTUNATELY GOT DISCONNECTED AND SHE HAD A COMMENTED RELATED TO OUR DEI POLICY STATEMENT AND I JUST WANTED TO OPEN THE FLOOR TO HER IF SHE WANTS TO MAKE THAT COMMENT NOW KNOWING THAT WE DID DEFER IT TO AUGUST.

SO SHE COULD ALSO HOLD OFF.

I WANTED TO MAKE SURE SHE HAS THAT OPPORTUNITY.

>> SURE.

IS MS. JOSEPH, ARE YOU ON THE LINE?

AND ARE YOU ABLE TO TUNE IN?

IF SO, WE WOULD LOVE TO HEAR YOUR COMMENTS.

>> [INDISCERNIBLE].

THANK YOU, MADAM CHAIR.

I APPRECIATE BEING ABLE TO COMMENT.

I JUST WANT TO EXPRESS THAT MY FRUSTRATION WITH ITEM 2 REFLECTS HOW MINORITIES GET DISENFRANCHISED.

AND IT IS PRETTY IRONIC THAT YOU ARE ACTUALLY TALKING ABOUT THE DIVERSITY POLICY, AND HERE YOU HAVE A BOARD LIAISON WHO TELLS ME JUST COME BACK TO OUR AUGUST 2021 MEETING.

I WILL REMIND YOU THAT STATE LAW HOUSE BILL 2840 REQUIRES YOU TO ALLOW THE PUBLIC TO MAKE COMMENTS.

IT SAYS, QUOTE, DURING THE BODY'S CONSIDERATION OF THE ITEM.

IT IS NOT UP TO STAFF TO UNILATERALLY DECIDE TO DISMISS SOMEONE WHO IS TRYING TO PARTICIPATE.

THAT'S CALLED VIEWPOINT DISCRIMINATION.

AS IT RELATES SPECIFICALLY TO MY COMMENTS, I JUST WANT TO TELL YOU, IF WE JUST THINK OF COST BENEFIT ANALYSIS AND THE FAILED PIECE OF LEGISLATION, THEN YOU MISS THE WHOLE POINT.

THE POINT IS TO COMPLY WITH TITLE VI OF THE CIVIL RIGHTS ACT OF 1964.

YOUR BOARD PACKET SPECIFIES THE SECOND WHEREAS -- YOU HAVE PERPETUATING RACIAL DISCRIMINATION AND CIVIL RIGHTS.

YOU DON'T EVEN HAVE TITLE HAVE OF THE CIVIL RIGHTS ACT ANYWHERE IN THE PROPOSED POLICY.

AND I WOULD ASK YOU TO RECOGNIZE THE NEED TO INCLUDE THAT LANGUAGE, BUT TO ALSO COMPLY.

AND I JUST WANT TO CALL TO YOUR ATTENTION -- I KNOW MADAM CHAIR YOU DON'T KNOW ALL THAT HAPPENED BEFORE WERE YOU BOARD CHAIR, BUT MAY 22ND, 2020 MEMBER STRATFORD ACTUALLY CALLED EQUITY A DISTRACTION.

AND THEN THE SOLUTION WAS FOR COMMISSIONER TRAVILLION AND COUNCIL MEMBER KITCHEN TO PUT EQUITY IN THE RESOLUTION.

AND I JUST WANT YOU TO UNDERSTAND THAT HIRING BLACK PEOPLE AND HIRING HISPANICS AND PUTTING THE WORDS ON PAPER DOES NOT EQUATE TO COMPLYING WITH TITLE VI.

AND WHILE YOU SIT THERE AND YOU ARE ACTUALLY HAPPY ABOUT THE CHANGES, I WANT YOU TO UNDERSTAND THAT MARY FERNANDEZ HAS IMPLICIT BIAS.

MR. CLARKE TOLD YOU THAT HE HAS KNOWN [INDISCERNIBLE] FOR YEARS AND I WOULD VENTURE TO SAY THAT SHE HAS NO IDEA THAT BLACK PEOPLE SIT AND WAIT 60 MINUTES FOR THE BUS ON THE NEW ROUTE -- NEW ROUTE, 339 TUSCAN ANY AND THAT THE PEOPLE WHO ARE FORMALLY HOMELESS AT COMMUNITY FIRST VILLAGE, THAT BUS IS INTERLINED WITH THE BLACK PEOPLE AND THEY WAIT 60 MINUTES, TOO.

THEY CAN'T EVEN GET TO DAY LABOR.

SO PLEASE UNDERSTAND THAT YOU ARE USING THE MINORITIES TO GET THE FEDERAL FUNDING, AND I WILL LASTLY CALL YOUR ATTENTION TO BOARD MEMBER DR. COLETTE PIERCE BURNETTE. SHE WAS THE TREASURER FOR THE MOBILITY PAC THAT HAD AN AD ON KZI THAT PLAYED 250 TIMES THAT SAID THAT IN THE PAST TRANSIT PLANS HAVE BEEN OFFERED TO VOTERS THAT LEAVE AUSTINITES WHO RELY ON AFFORDABLE AND EFFICIENT BUS SERVICE.

THE PROJECT CONNECT PLAN IS DIFFERENT AND THE PROOF IS IN PLAN AND EQUITY IS IN THIS ONE.

AND THAT IS A LIE AND THAT IS PROPAGANDA.

I HEAR THE BEEPER AND WE LIVE THE DISPARATE IMPACTS AND TITLE VI, THE 4702.1B REQUIRES CAPITAL METRO TO REANALYZE THESE ROUTES AND TO HAVE EQUITY AN DISTRIBUTION OF THE RESOURCES.

I THANK YOU FOR ALLOWING ME TO MAKE MY COMMENTS AND I WOULD ASK YOU TO RECOGNIZE THAT I REPRESENT THE TRANSIT-DEPENDENT RIDERS THAT YOU NEED IN ORDER TO GET THE FEDERAL FUNDING AND I WILL CONTINUE TO FIGHT AGAINST THIS.

THANK YOU VERY MUCH.

>> THANK YOU, MS. JOSEPH.

SO BEFORE WE WENT ON TO MORE PUBLIC COMMENT, PETER, I WANTED TO OFFER A COUPLE OF COMMENTS BACK TO THE PRESENTATION AND TO GIVE YOU KUDOS AGAIN FOR SUCH AN EXCEPTIONAL JOB TO YOU AND THE STAFF.

AND WHAT YOU GUYS HAVE DONE, REALLY A GREAT, GREAT JOB.

THREE THINGS THAT I WANTED TO POINT OUT.

ONE WAS THAT I SPECIFICALLY LOVE HOW INSPIRATIONAL IT IS.

THE LEGIBILITY OF OUR SYSTEM, THE CLARITY OF OUR GRID WITH THE CITY OFFERS US A GREAT AMOUNT OF OPPORTUNITY FOR THAT CLARITY.

AND LIKE YOU SAID WITH THE WAY FINDING AND THE VALUE OF ANXIETY INDUCED MOBILITY, THERE IS A LOT THAT WE CAN GAIN FROM THAT.

BUT ALSO ONE OF THE THINGS THAT REALLY RESONATED WITH ME, AND THIS PARTICULAR -- THE WAY THAT YOU GUYS PRESENTED THIS PLAN AS IT RELATES TO DOWNTOWN AS EVERYONE'S NEIGHBORHOOD, IS THE NEIGHBORHOOD WHERE WE ALL BELONG, THAT WITH THEIR TRAIL SYSTEMS, THAT I REALLY THINK THAT PERHAPS WE CAN ALL AGREE THAT THE CITY OF AUSTIN HAS DONE A GREAT JOB OVER THE DECADES TO BUILD OUR TRAIL SYSTEMS TO REALLY BE AN ASSET OF MOBILITY.

AND ONE OF THE THINGS I SHARED WITH THE STAFF DURING THE BRIEFINGS IS THAT IT WOULD BE FANTASTIC IF WE CAN SEE AN OVERLAY OF OUR STATIONS WITH OUR TRAIL SYSTEM AND THAT INTERACTION AS IT BECOMES PART OF AGAIN MORE LAYERS OF CONNECTIVITY THROUGH ALL MODES, WHICH I REALLY LOVE SEEING HOW THE WALLER CREEK IS REFERENCED HERE AS WELL.

AND LASTLY, I LIKE TO ALSO POINT OUT WHEN WE'RE ADOPTING AND REALLY BRING REFERENCE AND DEFERENCE TO THE DOWNTOWN VISION, AS WELL AS THE IMAGINE AUSTIN PLAN, AND THE STRATEGIC MOBILITY PLAN, IS THAT EACH OF THOSE PLANS ALREADY HAVE A LOT OF COMMUNITY INPUT THAT HAVE GONE INTO THOSE PLANS.

SO I REALLY WANT TO COMMEND STAFF THAT NONE OF THESE PLANS STAND IN A VACUUM.

AND THAT BY US CONTINUING TO REFERENCE ALL THOSE PLANS, IT'S IMPORTANT THAT WE RECOGNIZE -- BECAUSE THE FIRST THING THAT I NOTICED WHEN YOU MENTIONED THAT THIS PEDESTRIAN PROMENADE ON 4TH STREET, WHAT I FIND EXCITING ABOUT SOMETHING THAT WAS MENTIONED IN THE IMAGINE AUSTIN PLAN IS OUR ABILITY TO HAVE THE [INDISCERNIBLE], THAT IDEA OF A FESTIVAL STREET, AN ACTIVE STREET, A VERY ORGANIC LIFE STREET WHERE, AGAIN, EVERYONE BELONGS.



AND I CAN'T EMPHASIZE ENOUGH THAT AS WE DISCUSS WHAT DOWNTOWN MEANS FOR THE CITY, FOR OUR CITIZENS, FOR THE WORLD, I REALLY WANT TO COMMEND YOU GUYS AND TO REALLY CONTINUE ON THIS JOURNEY OF ASPIRATION OF DOING BETTER BECAUSE WE CAN.

AS WE ALL BELONG IN THIS NEIGHBORHOOD AND BOARD MEMBER ELKINS, I DO THINK THAT AS WE'RE PRESENTED WITH THESE IDEAS THAT WE DON'T HAVE THE COST ANALYSIS, THAT I HOPE THAT WE CAN PUT SOME VALUE OR PRICE, BECAUSE THE HARDEST PARTS TO QUANTIFY HONESTLY IS THAT HUMAN ASPECT, THE QUALITY OF LIFE, BECAUSE FOR MANY TIMES WE DON'T HAVE METRICS FOR CARBON EMISSIONS OR CARBON CHANGES IN OUR FLEET OR HOW WE'RE DOING THIS, I WANT US TO FIND THOSE METRICS THAT HELP US TELL THE STORY OF WHAT WE VALUE AS A COMMUNITY.

BECAUSE SOME THINGS ARE NOT -- THERE IS A PRICE TAG FOR EVERYTHING, BUT HOW DO WE PUT A PRICE TAG TO SAFETY AND PRICE TAG TO PEDESTRIAN -- PRICE TAG TO WALK BUILT AND CHILDREN IN OUR CITIES AND EVERYONE BELONGING.

SO I JUST REALLY -- I'M EXCITED ABOUT WHAT I'M SEEING HERE.

REALLY, REALLY EXCITED.

AND THANK YOU EVERYONE FOR ALL THE HARD WORK THAT HAS GONE INTO PUTTING THIS PRESENTATION TOGETHER.

I KNOW THIS IS PROBABLY OUR LONGEST BOARD MEETING TO DATE.

SO EVERYONE, IF THERE IS NO MORE COMMENTS, I'D LIKE TO CLOSE THIS -- OUR MEETING.

ARE THERE ANY FURTHER COMMENTS FROM ANYONE?

SO I'D LIKE TO CLOSE OUR MEETING NOW.

THE TIME IS 5:20 AND OUR MEETING STANDS ADJOURNED.

THANK YOU.