

Transcript  
Capital Metro Board Meeting  
June 28, 2021

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>> TESTING CLOSED CAPTIONING.

TESTING, TESTING.

THANK YOU.

>> HELLO?

>> YES, THAT'S ME.

>> OKAY, WELL, I'M GLAD THAT MY STUMBLING IN RIGHT ON TIME TURNED OUT ACTUALLY TO BE EARLY.

OKAY.

OKAY, NO PROBLEM.

I'LL MUTE MYSELF WHILE YOU ALL GET READY.

>> WE ARE STILL WAITING ON SOMEBODY TO SHOW UP?

ALL RIGHT, COOL, NO PROBLEM.

>> (INDISCERNIBLE).

>> OKAY, NO PROBLEM.

THANKS.

>> GOOD AFTERNOON, EVERYBODY, AND WELCOME TO THE JUNE MEETING OF THE CapMetro BOARD OF DIRECTORS.

I'LL APOLOGIZE FOR A LATE START.

WE NEED SOME BUS DRIVERS IN HERE TO COUNSEL US ON-TIME PERFORMANCE.

OUR TIME IS 12:18 AND I'D LIKE TO CALL THIS MEETING TO ORDER.

OUR FIRST AGENDA ITEM TODAY IS PUBLIC COMMENT.

I UNDERSTAND THAT WE HAVE TWO SPEAKERS SIGNED UP WITH US, BOTH OF WHOM HAVE ELECTED TO JOIN US VIA TELEPHONE.

SO, ED WILL HELP US HERE.

WHEN I CALL YOUR NAME PLEASE UNMUTE YOURSELF AND YOU'LL HAVE THREE MINUTES TO SPEAK AS USUAL.

ED, OUR FIRST SPEAKER IS CRISTOF JUNOF, IF I PRONOUNCED THAT CORRECTLY.

>> (INDISCERNIBLE)

>> YES, SIR, I AM READY.

THERE'S JUST -- THERE'S A PRETTY BIG ECHO.

OKAY, LET ME -- TELL ME WHEN TO START.

ALL RIGHT.

GOOD AFTERNOON, MR. CHAIRMAN, AND THE BOARD.

I AM CALLING BECAUSE I HAVE A SUGGESTION ON HOW TO IMPROVE THE USABILITY AND THE ACCESSIBILITY OF THE BUS SERVICE.

AND IT'S THAT WE USE THOSE PANELS THAT ARE AT THE FRONT OF THE BUS CABIN, THE ONES THAT AT THIS POINT REALLY ALL THEY SAY ARE STOP OR QUESTION WHEN SOMEONE PULLS THE CORD, AND TO HAVE THOSE DISPLAY THE NAME OF THE NEXT STOP, INSTEAD OF JUST SITTING THERE AND NOT DISPLAYING ANYTHING.

SINCE, YOU KNOW, ANNOUNCING EVERY STOP POSES REAL DIFFICULTIES AND NOT NECESSARILY WORTH IT, BUT WE COULD AT LEAST HAVE THE PANELS AT THE FRONT OF THE BUS SHOW STOP NAMES.

IT WOULD BE HELPFUL BOTH FOR FOLKS WHO ARE NEW TO TOWN OR TRYING TO GET THERE, AND KNOW WHERE THEY'RE SUPPOSED TO GET OFF, ESPECIALLY IF THEY CAN'T QUITE TELL FROM THE LANDMARKS WHERE THEIR STOP IS, AND ALSO CAN SERVE USEFUL FOR ACCESSIBILITY FOR FOLKS BECAUSE YOU CAN LOOK AT THAT AND IF YOU'RE GOING TO SOMEWHERE LESS USED STOP, AND YOU HAVE TO KIND OF RELY ON ASKING THE BUS DRIVER TO STOP THERE OR LOOKING AT YOUR PHONE AND WHERE THE STOP ACTUALLY IS.

AND MY SUGGESTION IS TO HAVE THE DISPLAYS AT THE FRONT OF THE BUS SHOW WHAT THE NEXT STOP IS, WHENEVER THEY'RE NOT DOING SOMETHING ELSE.

AND JUST FIGURE I'D SUGGEST THAT HERE, SINCE THIS IS THE BOARD.

AND THANK YOU FOR YOUR TIME.

>> Cooper: THANK YOU, MR. JUNIAK.

I THOUGHT THAT WE WERE DOING THAT AND IF NOT THAT IS A GOOD SUGGESTION AND WE APPRECIATE YOU TAKING THE TIME AND THE ENERGY TO BE IN TOUCH WITH US ON THAT.

AND OUR NEXT --

>> THAT'S ALL THE TIME I NEED.

>> Cooper: OKAY, THANK YOU, MR. JUNIAK.

OUR NEXT SPEAKER IS ZENOBIA JOSEPH.

ED?

>> YES, THANK YOU, MR. CHAIR, THANK YOU, MR. EASTON AND MEMBERS.

I'M ZENOBIA JOSEPH.

MY COMMENTS ARE ON THE ORANGE, AND TO TACK RIDGE PARK AND RIDE, BUT PRIMARILY THE TRANSIT CITY.

HISTORY MATTERS AND I WANT TO RECALL THE APRIL 5, 2017, TEXAS ATTORNEY GENERAL OPINION OR... AND WHICH SPECIFIED IN PART THE CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY, THE AUTHORITY RECEIVED A REQUEST FOR DOCUMENTS PERTAINING TO THE NORTH LAMAR TRANSIT CENTER REDEVELOPMENT PLANS DURING A SPECIFIED TIME PERIOD.

THE DOCUMENTS MAINTAINED BY THREE NAMED INDIVIDUALS WITH THE DISMANTLING OF THE NORTH LAMAR TRANSIT CENTER AND THE RELOCATING THE EIGHT BUSES.

DOCUMENTS PERTAINING TO EXCEL UPDATE AND SPECIFIED DOCUMENTS CONTAINING THE DATE AND THE NAME OF STAFF WHO POSTED THE LOOP ONE DELAY.

AND I JUST CALL THAT TO YOUR ATTENTION SO THAT YOU UNDERSTAND THAT THE ATTORNEY GENERAL ACTUALLY REQUIRED -- COMPELLED CAPITAL METRO TO RELEASE THAT TO ME EXCEPT FOR THE ATTORNEY OPINION PART OF IT.

IT SAYS THAT YOU STATE YOU WILL RELEASE SOME INFORMATION AND YOU CLAIM THAT THE SUBMITTED INFORMATION IS ACCEPTED FROM DISCLOSURE UNDER SECTION 552.111, HOWEVER, THEY RULED AGAINST KERRI BUTCHER AT THE TIME.

MY POINT IN TELLING YOU THAT, MR. CHAIR, BECAUSE THE DECEMBER 14, 2020 TRANSIT ORIENTED DEVELOPMENT PLAN SPECIFIED THE ANTI-DISPLACEMENT AND ON PAGE 38 OF YOUR BOARD PACKET IT SPECIFIES THAT NORTH LAMAR IS THE BEGINNING AND END OF PROJECT CONNECT.

I WANT YOU TO RECALL THAT ON DECEMBER 17TH, 2018, THE PROJECT CONNECT LONG-RANGE PLAN ACTUALLY EXCLUDED NORTH LAMAR TRANSIT CENTER.

IT CUT THE WORDS OFF BECAUSE YOU DO NOT OWN THE RIGHT-OF-WAY NORTH OF U.S. 83 ON LOOP 275 NORTH LAMAR BOULEVARD.

I WOULD JUST CALL TO YOUR ATTENTION AS WELL AS YOU ARE AWARE THAT HOUSE BILL 8393 DIED DURING THE 87TH LEGISLATURE AND I THANK THE REPUBLICAN SENATORS FOR UNDERSTANDING MY EXPLANATION OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 WHICH PROHIBITS BASED ON RACE, COLOR AND NATIONAL ORIGIN.

JUST AS YOU NEEDED THE STATE'S APPROVAL TO BUILD THE TUNNEL DOWNTOWN YOU NEED THE STATE'S APPROVAL AND THE COORDINATION WITH THE CITY OF AUSTIN AS WELL TO DO ANYTHING IN THE RIGHT-OF-WAY THERE, SO, THEREFORE, IT'S DISINGENUOUS AND GOES AGAINST THE OATH OF OFFICE THAT EACH OF YOU TOOK AS IT RELATES TO HONESTY AND INTEGRITY AND COMPLYING WITH STATE AND FEDERAL LAWS. I WANT YOU TO UNDERSTAND AS WELL THAT THOSE SLIDES WERE PRESENTED APRIL 15, 2021 TO THE MOBILITY COMMITTEE AND I SUBSEQUENTLY TESTIFIED AGAINST THE EQUITABLE TRANSIT-ORIENTED DEVELOPMENT PLAN AS IT RELATES TO THE CITY OF AUSTIN.

LASTLY, I'LL JUST CALL TO YOUR ATTENTION THAT THE SYSTEM IS INEQUITABLE, AND BACK ON NOVEMBER 16, 2017, WHEN LINDA ANTHONY, THE WEST LAKE HILL'S MAYOR TESTIFIED, YOU ACKNOWLEDGED THAT, QUOTE "WE'D BE GLAD TO HAVE THE CITY OF WEST LAKE HILLS JOIN THE CapMetro AND YOU MENTIONED THE TAXES."

WHEN THE MAYOR TESTIFIED SHE ACTUALLY ACKNOWLEDGED THAT WESLEY KEELS WITHDREW FROM CAPITAL METRO IN 1988 AND I JUST YOU TO RECOGNIZE THAT TEXAS TRANSPORTATION CODE PROHIBITS CAPITAL METRO FROM PROVIDING SERVICE FOR FREE ON 30 CARLETON, THAT IS THE TRANSPORTATION CODE 451.609 EFFECTIVE WITHDRAWAL.

SO I ASK YOU TO COMPLY WITH STATE LAW.

AND I WOULD ASK YOU TO RECOGNIZE THAT NORTH LAMAR TRANSIT CENTER ACTUALLY USES MINORITY DATA TO JUSTIFY THE RAIL DOWNTOWN.

IT IS 24 TO 30 YEARS, ACCORDING TO YOUR MARCH 9, 2020, BOARD PACKET PAGE 29.

AND, LASTLY, I'LL JUST QUOTE REUBEN BROOKS WHO SAID ON DECEMBER 17TH, 2018, PARAPHRASE, THAT IF YOU DIDN'T INCLUDE NORTH LAMAR TRANSIT CENTER UP TO HE

CALLED TECH LINE, HE WASN'T SURE IF HE WOULD BE ABLE TO PERSUADE THE FEDERAL TRANSIT ADMINISTRATION TO FUND THE REST OF THE SYSTEM.  
AND, THEREFORE, I WOULD TELL YOU IT IS DISINGENUOUS AND ASK YOU TO DO THE RIGHT THING AND MAKE THE SYSTEM EQUITABLE AS BLACKS STILL WAIT 60 MINUTES FOR THE WEST, 10 TIMES LONGER THAN THE WHITE, AS FOR HISPANICS.  
IF YOU HAVE QUESTIONS I'LL ANSWER THEM AT THIS TIME AND COMMENT ON YOUR TITLE VI ITEM, WHICH IS LATER.  
THANK YOU.

>> Cooper: THANK YOU.  
NEXT OUR ADVISORY COMMITTEE UPDATES.  
MR. BANKS.  
>> ALL RIGHT, GOOD AFTERNOON,

CHAIRMAN COOPER, AND PRESIDENT CLARK, BOARD MEMBERS.  
AUSTIN TRANSIT PARTNERSHIP, COMMUNITY OUTREACH FOR THE METRO RAPID AND THE GREEN LINE.  
WE'LL GIVE YOU AN UPDATE FOR ACCESS TODAY.  
THE ACCESS COMMITTEE TWO WEEKS AGO THEY HAD A PROJECT CONNECT UPDATE AND THEY WERE GIVEN AN UPDATE BY KEVIN CONON ON THE BUDGET, THE BUDGET PREVIEW OF WHAT WE'LL BE LOOKING TO DO.  
THEY HAD A BRANDING UPDATE WHICH THE PRESENTATION THAT Y'ALL RECEIVED AT THE LAST BOARD MEETING AND THEN THEY HAD THEIR OWN WORKING SESSION WHEN THEY TALKED ABOUT A FEW THINGS THAT THEY WANTED TO DISCUSS AND IT WAS PRETTY MUCH THE SAME MEETING FOR THE MOST PART.  
I PUT UP THE WRONG AGENDA.  
FOR SESAC IT WAS THE DECEMBER MEETING THAT DID GET A VEHICLE UPDATE BUT WE ALSO GOT THE PROJECT CONNECT AND THE BUDGET UPDATE AND THE VEHICLE UPDATE FOR OUR ELECTRIC VEHICLE FLEET.  
AND THAT WAS IT FOR ACCESS AND SESAC.  
AND OPEN TO ANY QUESTIONS IF ANYBODY HAS ANY.

>> Cooper: ANY QUESTIONS?  
MEMBER KITCHEN.  
>> Kitchen: HI, I JUST HAVE A QUICK QUESTION.  
>> SURE.  
>> Kitchen: AND I'M NOT SURE WHO THE RIGHT PERSON IS TO ASK.  
I'M JUST WONDERING IF BOTH OF THOSE COMMITTEES -- ARE THERE ANY VACANCIES ON THEM NOW OR ARE THEY FULL?  
>> ACCESS IS I BELIEVE FULLY STAFFED.  
THERE ARE FOUR CURRENT VACANCIES ON SESAC WITH THREE APPLICATIONS BEING PRESENTED TO THE BOARD MEMBERS WHO HAVE THOSE VACANCIES.  
I BELIEVE COUNCILMEMBER POOL IS ONE OF THEM.  
I CAN'T REMEMBER THE OTHER TWO OFF THE TOP OF MY HEAD, BUT WE HAVE --  
>> (INDISCERNIBLE)  
>> THANK YOU, SIR, THERE WE GO, BOARD MEMBER MITCHELL AND CHAIR COOPER ARE

THE OTHER TWO WHO HAVE APPLICATIONS BEFORE THEM.

AND THEN WE'LL HAVE ONE --

>> AM I SUPPOSED TO BE ABLE TO HEAR THE BOARD?

>> WE'LL HAVE ONE VACANT SPOT ON SESAC AFTER THOSE THREE ARE FILLED.

>> Kitchen: ALL RIGHT, THANK YOU VERY MUCH.

>> ALL RIGHT, BECAUSE IF PEOPLE WERE RESPONDING TO MY COMMENTS, I DIDN'T HEAR THEM.

ALL RIGHT.

THANK YOU.

>> Cooper: ED, ARE WE GOOD?

>> (INDISCERNIBLE).

>> HE THOUGHT THAT PEOPLE MIGHT RESPOND TO HIS COMMENTS.

HE WAS LISTENING.

>> Cooper: GOT IT.

THANKS.

OTHER QUESTIONS FOR JONAS?

VERY GOOD.

THANK YOU.

>> ALL RIGHT, THANK Y'ALL.

>> Cooper: WE'LL MOVE ON TO BOARD COMMITTEE UPDATES.

MEMBER MITCHELL HASN'T BEEN ABLE TO JOIN US, SO WE'LL DEFER ON THE CAMPO UPDATE.

HOPING THAT HE'LL BE ABLE TO JOIN US LATER IN THE MEETING.

DO WE HAVE AN OPERATIONS COMMITTEE UPDATE?

NO OPERATIONS COMMITTEE UPDATE.

THEY DIDN'T MEET THIS MONTH?

>> Kitchen: NO, WE DID NOT MEET.

>> Cooper: AND MEMBER STRATTON WITH THE IDENTIFY THE BOARD UPDATE.

>> Stratton: THANK YOU.

AUSTIN TRANSPORTATION PARTNERSHIP BOARD OF DIRECTORS HAD A JUNE MEETING ON THE 16TH OF THIS MONTH.

AND AS A QUICK REVIEW, THE PROGRAM UPDATES, THE EXPO AND PLEASANT VALLEY METRO RAPID LINES HAVE ENTERED THE SMALL GRANT, SMALL STARTS GRANT PROCESS, RECEIVING CATEGORICAL EXCLUSION AND NOW INCLUDED IN THE PRESIDENT'S F.Y.2022 BUDGET WHICH IS A MILESTONE.

THE GOLD LINE AND NECHAKO AND OAK HILL LINES ARE NOW AT 30% DESIGN SCOPE OR THAT IS NOW IN DEVELOPMENT.

AND THE BLUE AND ORANGE LINE LIGHT RAIL PROJECTS ARE AT 15% DRAFT DESIGN PACKAGES AND ARE NOW COMPLETED.

AND BOTH LINES HAVE BEEN SUBMITTED INTO THE PROJECT DEVELOPMENT PHASE OF F.T.A. NEW STARTS.

ADDITIONALLY, AT OUR LAST BOARD MEETING, WE APPROVED OUR TECHNICAL ADVISORY COMMITTEE MEMBERS FOR ALL THREE ENGINEERING ARCHITECTURE CONSTRUCTION, FINANCE ADVISORY, AND PLANNING SUSTAINABILITY EQUITY AND D.B.E.

FINALLY WE HAVE AT THE LAST MEETING WE APPROVED THE -- THE INTERLOCAL AGREEMENT WITH THE CITY OF AUSTIN FOR THE -- IT'S A TECHNICAL AGREEMENT THAT WILL -- THAT WILL DEFINE THE TRANSFER OF THE PROP A PROPERTY TAX REVENUES FROM THE CITY OF AUSTIN TO THE -- THE AUSTIN TRANSIT PARTNERSHIP FOR FUNDING MOVING FORWARD.

LASTLY, COMMUNITY ENGAGEMENT UPDATES.

THERE'S BEEN CONTINUED ACTIVITY ON THE COMMUNITY ENGAGEMENT FRONT, FROM THE COMMUNITY ENGAGEMENT TEAM.

THEY CONTINUE TO DO A LOT OF ACTIVITIES WITH THE ORANGE AND BLUE LINE AS WELL AS LET'S TALK STATION ALIGNMENT VIRTUAL MEETINGS THAT HAVE BEEN HELD BETWEEN APRIL 26TH AND MAY 21ST.

1,235 DIFFERENT UNIQUE VISITORS PARTICIPATING IN SELF-GUIDED VIRTUAL OPEN HOUSE, ALONG WITH 293 DURING A LIVE MEETING -- DURING DIFFERENT LIVE MEETINGS AS WELL.

SO PROGRESS CONTINUES TO MOVE ALONG.

IT'S JUST -- TO PAUSE FOR A MINUTE -- IT'S PRETTY AMAZING TO THINK THAT IT WAS JUST ONE YEAR AGO THAT AUSTIN CITY COUNCIL AND CapMetro BOARD OF DIRECTORS SAT TOGETHER AND APPROVED THE PLAN FOR A PROJECT CONNECT MAP.

AND LOOK HOW FAR WE'VE COME NOW.

SO THAT IS MY REPORT AT THIS TIME, MR. CHAIRMAN.

THANK YOU.

>> Cooper: VERY GOOD, THANK YOU.

MEMBER KITCHEN.

>> Kitchen: A QUICK QUESTION.

I THINK THAT YOU SAID THIS BUT TO JUST VERIFY.

ON THE NEXT B.R.T., THE NECHAKO, OAK HILL B. ARE R.T., THEY'RE BEGINNING THE PROCESS, DID I GET THAT RIGHT?

BECAUSE THE LAST I HEARD WAS THAT THE PUBLIC ENGAGEMENT -- FOR THOSE LINES WAS SUPPOSED TO START LATER THIS SUMMER.

>> YES, IT'S IN DEVELOPMENT.

>> Kitchen: IN DEVELOPMENT, OKAY.

DO WE HAVE A DATE THAT THEY'RE GOING TO START THE PUBLIC ENGAGEMENT FOR THOSE LINES?

I DON'T KNOW IF YOU KNOW OR MAYBE -- LATER?

OKAY, ALL RIGHT, THANK YOU.

>> YEAH.

>> Cooper: THANK YOU, MEMBER STRATTON.

BOARD MEMBERS, WE'RE STILL LACKING A QUORUM.

SO RATHER THAN TAKE UP ACTION ITEMS WE'LL MOVE THROUGH OUR DISCUSSION ITEMS.

AND BECAUSE I'M CONCERNED ABOUT LOSING A QUORUM AFTER 2:00, IF WE'RE IN THE MIDDLE OF ONE OF OUR LENGTHY DISCUSSION ITEMS I MIGHT INTERRUPT THAT TO GET TO OUR ACTION ITEM.

SO, FIRST UP, OUR INITIAL REVIEW AND DISCUSSION OF THE FISCAL YEAR 2022 BUDGET.

MR. CONLEY.

GOOD TO SEE YOU AGAIN IN PERSON.

>> IT'S GOOD TO BE BACK IN PERSON, CHAIRMAN.

SO GOOD AFTERNOON, CHAIR COOPER, BOARD MEMBERS, PRESIDENT AND CEO CLARK.

MY NAME IS KEVIN CONLIN AND I'M THE DEPUTY C.F.O. FOR CAPITAL METRO.

AND TODAY I'M GOING TO BE PRESENTING OUR FISCAL YEAR 2022 BUDGET DEVELOPMENT UPDATE.

SO THIS IS GOING TO BE A HIGH LEVEL INITIAL DISCUSSION OF THE BUDGET.

ACTUALLY, OUR FISCAL YEAR 2022, JUST TO GIVE REFERENCE, BEGINS IN OCTOBER OF 2021 AND SPANS THROUGH SEPTEMBER OF NEXT YEAR.

SO GOING THROUGH THE BUDGET DEVELOPMENT CALENDAR, WE STARTED THE PROCESS BACK ON FEBRUARY 4TH WITH OUR KICKOFF MEETING AND OUR DEPARTMENTS, WE RECEIVED ALL OF OUR DEPARTMENTAL REQUESTS FOR CAPITAL AND OPERATING IN THE MIDDLE OF APRIL.

WE'VE GONE THROUGH EXTENSIVE REVIEW MEETINGS WITH SENIOR MANAGEMENT.

CAME BACK TO THE BOARD COMMITTEES AND GO OVER THE BUDGET CALENDAR.

WE'VE ACTUALLY -- THE FIRST AND SECOND WEDNESDAY OF THE MONTH WE WENT TO CSAC TO GIVE THIS REVIEW OF THE BUDGET WITH THOSE COMMITTEES AND WE'RE GOING TO ENGAGE THEM AGAIN IN AUGUST.

WE'RE HERE, OF COURSE, HERE TO GIVE THE INITIAL REVIEW.

JULY IS AN IMPORTANT MEETING.

AND WE WILL HAVE THE BOARD PROPOSAL ON JULY 19TH.

WE BEGAN OUR PUBLIC OUTREACH AND FEED BACK AND WE'RE GOING TO CSAC TO GIVE THE PROPOSAL TO THOSE TWO SUB-COMMITTEES.

WE'LL DO PUBLIC OUTREACH THE LAST WEEK OF AUGUST AND MEETING WITH THE COMMUNITY ENGAGEMENT TEAM LATER ON NEXT WEEK TO DISCUSS IF WE'RE GOING TO DO THAT VIRTUALLY THROUGH ONLINE MEETINGS OR AT THE BUSY TRANSIT CENTERS AND RAIL STATIONS AS WELL.

WE MAY ACTUALLY GO HYBRID AND DO BOTH METHODS.

WE'LL HAVE OUR BUDGET DOCUMENT ONLINE BY AUGUST 24TH.

WE'LL UPDATE COMMITTEES IN SEPTEMBER IF NECESSARY ON ANY BUDGET CHANGES AND THEN ON SEPTEMBER 15TH, WE'LL HOLD OUR PUBLIC HEARING ON THE PROPOSED BUDGET AND CAPITAL IMPROVEMENT PLAN.

AND THEN SEPTEMBER BOARD MEETING WILL BE IMPORTANT AS WELL AS THE BOARD WILL CONSIDER ADOPTION OF OUR BUDGET PROPOSAL.

SO OUR DISCUSSION OUTLINE TODAY, WE'LL GO THROUGH OUR KEY BUDGET ASSUMPTIONS FOR NEXT YEAR, OUR MAJOR OPERATING REVENUE AND COST DRIVERS. SERVICE PRIORITIES AND FUNDING, JUST TO GIVE A BRIEF CAPITAL IMPROVEMENT PLAN UPDATE.

I MEAN, JUST TO REMIND THE BOARD AS WELL, WE DO USE A LONG-RANGE FINANCIAL MODEL WHICH WE'LL PRESENT TO THE BOARD IN OCTOBER AS WELL.

IT'S USED TO BALANCE ALL OF OUR CAPITAL AND BUDGET REQUESTS AGAINST OUR ESTIMATED AVAILABLE FUNDS.

PRIMARILY OVER A FIVE-YEAR LOOK, BUT WE ALSO DO A 10 AND A 20-YEAR LOOK AS

WELL FOR THE AGENCY.

THIS IS A GRAPH OF OUR SALES TAX GROWTH.

THE ENCOURAGING THING IS THAT THE LINE IS ACTUALLY STARTED TO MOVE UP WITH OUR MARCH AND APRIL SALES TAX RECEIPTS.

THIS IS A SIX-MONTH ROLLING AVERAGE.

WE'LL PRESENT NEXT MONTH WHAT OUR PROJECTED SALES TAX WILL BE FOR THIS CURRENT FISCAL YEAR AND THE BUDGET FOR NEXT YEAR IN JULY.

OUR YEAR-TO-DATE SALES TAX IN APRIL HAVE ACTUALLY INCREASED 5% COMPARED TO THE LAST FISCAL PERIOD IN 2020.

IT'S PRIMARILY DUE TO THE SHARP DECLINE LAST YEAR IN MARCH AND APRIL.

AND THEN HERE'S AN INTERESTING GRAPH.

IF WE TAKE THAT SAME SALES TAX GROWTH AND OVERLAY OF THE AUSTIN M.S.A. FOR JOB GROWTH, IT'S REALLY INTERESTING HOW IT CORRELATING BETWEEN JOB GROWTH AND SALES TAX.

ANOTHER ENCOURAGING THING IS THAT AUSTIN ROUND ROCK M.S.A. ANNUAL GROWTH RATE IN APRIL, WHICH WAS OUR LATEST DATA POINT, DID IMPROVE 11.8%.

GOING ON TO OPERATING REVENUE, UM, OUR REVENUE THAT WE'LL BRING TO THE BOARD NEXT MONTH IN JULY WITH THE PROPOSAL WITH OUR RIDERSHIP PROJECTIONS. WE'RE NOT GOING TO HAVE A FARE INCREASE FOR NEXT YEAR ON THE FARE SIDE, WHICH IS GOOD NEWS FOR OUR CUSTOMERS.

FOR OUR FEDERAL GRANTS, WE'RE -- WE HAVE APPROXIMATELY \$33.7 MILLION FOR SECTION 50TH RAIL 7.

WE DID RECEIVE ACTUALLY BACK IN JANUARY CRRSAA FUNDING FROM THE FEDERAL GOVERNMENT OF \$66.2 MILLION, THAT WAS AWARDED AND NOT DRAWN.

AND IN MARCH 2021, \$128.2 MILLION THROUGH THE AMERICAN RESCUE PLAN ACT AS WELL.

AND OUR FREIGHT REVENUE, WE'RE ON TARGET WITH OUR N.Y.2021 BUDGET AND FOR NEXT YEAR WE HAVE IN TAX CODE OUR SECTION 45G CREDIT OF ABOUT \$545,000 AS WELL.

MOVING ON TO OPERATING EXPENSES AND OUR SERVICE LEVELS ARE BASED ON THE AUGUST SERVICE PLAN CHANGES THAT WILL BE PRESENTED TO THE BOARD LATER TODAY.

AND FUEL PRICES FOR NEXT YEAR'S BUDGET ARE GOING TO REMAIN STABLE WITH OUR HEDGING PROGRAM IN PLACE.

WE'RE ESTIMATING \$1.90 PER GALLON, EXCLUSIVE OF TAXES.

AND ACTIVITIES FOR THAT MARK.

AND THEN WE HAVE A 3% ANNUALIZED PAY INCREASE FOR ADMINISTRATIVE EMPLOYEES TOO.

NEW POSITION REQUESTS ARE BEING FINALIZED BY SENIOR MANAGEMENT TEAM, JUST TO PREPARE THE BOARD, UM, THERE WILL BE A LARGE INCREASE IN THE F.T.E. COUNT FOR CAPITAL METRO WITH, YOU KNOW, WITH THE POSITIVE VOTE IN NOVEMBER.

AND, OF COURSE, NEW ACTIVITY FOR THE AGENCY AS WELL.

AND, OF COURSE, WE INCLUDE OUR STRATEGIC PLAN WHEN WE CONSIDER OUR BUDGET PREPARATION AS WELL.

SOME OF OUR CAPITAL BUDGET HIGHLIGHTS FOR THE UPCOMING FIVE YEARS, OF COURSE, OUR ELECTRIC BUS PURCHASES AND INFRASTRUCTURE CONSTRUCTION WILL CONSUME A LARGE PART OF OUR CAPITAL BUDGET.

WE HAVE OUR BROADMOOR RAIL DEVELOPMENT.

WE CONTINUE TO ENHANCE OUR BUS STOPS THROUGH SHADING, SOLAR LIGHTING, SHADE -- YOU KNOW, ALL OF THE AMENITIES OUT THERE AS WELL.

AND THE RAILROAD IN STATE OF GOOD REPAIR FOR BRIDGE, TRACKS, SIGNALS.

WE'RE IN THE MIDDLE OF AN E.R.P. SYSTEM REPLACEMENT ON THE FINANCIAL SIDE AND THE AGENCY SIDE.

OF COURSE, WE HAVE MANY CUSTOMER EXPERIENCE TECHNOLOGY ENHANCEMENTS GOING ON AT THE MOMENT.

AND THEN WE DO HAVE A LARGE NUMBER OF DEMAND RESPONSE VAN REPLACEMENTS AND A SMALL FLEET EXPANSION IN THAT AREA AS WELL.

MOVING ON TO SOME OF THE PROJECT CONNECT HIGHLIGHTS, OF COURSE, PROTECT CONNECT WILL BE BUDGETED ON THE A.T.P. SIDE AND WE THOUGHT THAT WE'D GO OVER SOME OF THE PROJECTS IN THE PROGRAM THAT CAPITAL METRO IS SUPPORTING AS WELL.

OF COURSE, WE HAVE THE IMPLEMENTATION OF THE INTERLOCAL AGREEMENT FOR STAFFING AND SUPPORT SERVICES.

AND RAPID LINES AS WELL WITH STATIONS AND ELECTRIC CHARGING AND VEHICLES AND OUR METROEXPRESS PARK AND RIDES AND OUR NEW PICKUP ZONE OPERATIONS.

AND THEN OUR RED LINE IMPROVEMENTS WHICH INCLUDE BROADMOOR STATION AND MCKALLA-M.L.S. STATION AND LAKELINE-LEANDER SIDING AND ORGANIZATIONAL DEVELOPMENT AND OPERATIONAL READINESS TO GEAR UP.

THAT IS MY PRESENTATION.

I AM HAPPY TO ENTERTAIN ANY QUESTIONS.

>> Cooper: QUESTIONS FOR MR. CONLIN.

WE'LL LOOK FORWARD TO SEEING THE NEXT STEPS.

ALL RIGHT, BOARD MEMBERS WE'LL GO BACK TO OUR ACTION ITEM AGENDA.

FIRST ITEM IS APPROVAL OF MINUTES FROM THE APRIL 26TH, 2021 BOARD MEETING AND THE MAY 12, 2021 PUBLIC HEARING.

DO I HAVE A MOTION TO APPROVE THE MINUTES?

I HAVE A MOTION FROM COUNCILMEMBER POOL.

IS THERE A SECOND?

A SECOND FROM THE VICE-CHAIR.

ANY DISCUSSION OR QUESTIONS?

HEARING NONE, THEN I'LL ASK FOR A VOTE.

ARE WE DOING THIS ROLL CALL OR ARE WE BACK TO NORMAL?

VERY WELL.

ALL IN FAVOR OF THE MOTION PLEASE INDICATE BY SAYING AYE.

ANY OPPOSED, NAY.

MOTION CARRIES 5-0.

THANK YOU.

NEXT ACTION ITEM NUMBER 2 IS APPROVAL OF A RESOLUTION AUTHORIZING THE

PRESIDENT AND CEO OR HIS DESIGNEE, TO FINALIZE AND EXECUTE A CONTRACT WITH KIMLEY-HORN AND ASSOCIATES INC. FOR ENVIRONMENTAL REVIEW SERVICES PURSUANT TO SECTION 139 [J] OF TITLE 23, U.S. CODE IN AN AMOUNT NOT TO EXCEED \$1,226,502. AND SHARMILA MUKHERJEE WILL MAKE THE PRESENTATION.

WELCOME.

GOOD TO SEE YOU IN PERSON.

>> THANK YOU, THANK YOU, CHAIR COOPER AND PRESIDENT CLARK AND BOARD MEMBERS.

TO THE SUBJECT OF THE RESOLUTION, AS CHAIR COOPER MENTIONED, IT IS APPROVAL OF RESOLUTION AUTHORIZING PRESIDENT AND THE CEO AND HIS DESIGNEE TO FINALIZE AN ENVIRONMENTAL CONTRACT WITH KIMLEY-HORN ASSOCIATES FOR ENVIRONMENTAL REVIEW SERVICES PURSUANT TO 139 [J] OF THE TOTAL VALUE OF \$1,226,502.

FISCAL IMPACT OF THAT IS INCLUDED IN OUR CAPITAL BUDGET.

AND I WANT -- THE FY2021.

AND THE 139J CONSULTANT WILL DO REVIEW FOR ORANGE AND BLUE LINE.

AS KEVIN MENTIONED IT'S A SUPPORT SERVICES THROUGH CAPITAL METRO AS PART OF PROTECT CONNECT, PURSUANT OF THE SAME 139J WHICH IS SET FORTH UNNECESSARY FRAMEWORK TO PRESENT IN F.T.A. TO RECEIVE CONTRACTOR SUPPORT TO EXPEDITE THE ENVIRONMENTAL REVIEW FOR PROJECT CONNECT PROGRAM OF PROJECTS, SPECIFICALLY ORANGE AND BLUE LINE.

AND IN ENVIRONMENTAL REVIEW, COMPLIANCE AND DOCUMENTATION IN SUPPORT OF ORANGE AND BLUE LINE D.I.S. AND E.I.S.

BUSINESS CASE FOR THAT IS LISTED IN THE MEMO.

I WANTED TO MENTION A LITTLE BIT ABOUT THE PROCUREMENT.

ON MAY 21ST, 2021, REQUEST FOR PROPOSAL WAS SOLICITED.

WE RECEIVED ONE PROPOSAL, KIMLEY-HORN AND ASSOCIATES WAS FOUND AND DEEMED MOST QUALIFIED, BASED ON THE CRITERIA SET FORTH.

OFFERS EXPERIENCE, ADVISING F.T.A. ON NEED RELATED TRANSIT PLANNING PROJECTS WHERE F.T.A. IS A LEAD AGENCY IS SUFFICIENT.

AND EXHAUSTIVE.

OFFERS EXPERIENCE LEADING SIMILAR TRANSIT PLANNING PROJECT OF THIS MAGNITUDE WAS ALSO FOUND TO BE MORE THAN ADEQUATE.

AND OVERALL DEMONSTRATED F.T.A. NEED BY EXPERIENCE IN PROJECTS.

THE DISTRIBUTION OF FUNDS ARE AS FOLLOWS.

IT'S ALSO IN YOUR MEMO.

BASE PERIOD YEAR ONE IT'S \$106,223.

AND YEAR 2 WITH A GRANT TOLD AT OF \$1,226,502.

AND IF THE PERIOD OF PERFORMANCE IS TWO YEARS, SINCE NOTICE TO PROCEED WITH THE MAXIMUM ALLOWABLE MAX AS LISTED.

WITH THAT, I REQUEST TO BRING IT BACK TO YOU FOR EXECUTION.

>> Cooper: THANK YOU, SHARMILA.

QUESTIONS FOR SHARMILA?

MEMBER STRATTON?

>> Stratton: YES.

IF YOU -- IF YOU WOULDN'T MIND, I'M JUST TRYING TO UNDERSTAND HOW THIS PROCESS WORKS.

BECAUSE AS I WAS READING THROUGH IT -- IS SECTION 139 WRITTEN IN SUCH A WAY THAT BASICALLY WE HIRE SOMEBODY AND EMBED THEM IN F.T.A. AND F.T.A. BASICALLY SAYS, SURE, NO PROBLEM, YOU GUYS CAN PICK UP THE TAB TO HIRE SOMEBODY TO HELP TO US DO OUR JOB?

>> IT'S A BIT NUANCED THAN THAT.

139 [J], IT IS THE 1969, AS YOU KNOW, THE NATIONAL ENVIRONMENTAL POLICY ACT THAT REQUIRES LARGE PROJECTS -- LARGE AND SMALL PROJECTS -- TO GO THROUGH DETAILED ENVIRONMENTAL REVIEW OF THREE DIFFERENT LEVELS.

CATEGORICAL EXCLUSION E.I.S., AND ORANGE AND BLUE LINE ARE INCREDIBLY -- WOULD REQUIRE INCREDIBLY EXHAUSTIVE ENVIRONMENTAL REVIEW THAT WOULD, UM, REQUIRE AN -- AND UNDER THIS HIGHLY EXPEDITED PROGRAM OF PROJECTS IT'S A VERY COMMON PRACTICE, OTHER AGENCIES HAVE AND OTHER REGIONS OF F.T.A. HAVE EMPLOYED SUCCESSFULLY IN THE PAST TO HAVE -- IT'S MORE THAN EMBEDDED.

STAFF I WOULD SAY THAT IT'S KIND OF EXTENSION OF TECHNICAL EXPERTISE IN SUPPORT OF F.T.A.'S TECHNICAL TEAM TO HELP REVIEW -- REVIEW THE DOCUMENTATION AND COMPLIANCE PROCEDURES.

THE DECISION-MAKING AND THE DECISION ON THE ENVIRONMENTAL ACTION STILL REMAINS WITH F.T.A.

THIS IS IN SUPPORT OF ADDITIONAL TECHNICAL REVIEW IN THAT HIGHLY SPECIALIZED TECHNICAL FIELDS.

AND THE STAFF THAT WE -- THAT ARE RECOMMENDED THROUGH KIMLEY-HORN CONTRACT MEET THAT REQUIREMENT.

>> Stratton: I SAW THAT, THEY WERE EXTREMELY QUALIFIED.

>> EXTREMELY QUALIFIED.

>> Stratton: JUST TO FOLLOW UP WITH THIS, ARE WE ELIGIBLE -- ARE THE FUNDS BEING EXPENDED IN THIS ULTIMATELY ELIGIBLE FOR REIMBURSEMENT AS PART OF THE FEDERAL FUNDS LATER DOWN THE ROAD?

OR IS THIS -- IS THIS GOING TO END UP -- IS THIS GOING TO BE THE EXPENSE THAT COMES OUT OF THE LOCAL SHARE IN THE LONG RUN?

>> I WOULD TABLE THAT, BUT I WOULD JUST SAY -- I THINK THAT IT'S A REIMBURSABLE EXPENSE UNDER 139 [J] BECAUSE DOCUMENTATION IN ITSELF IS AN ELIGIBLE EXPENSE AND ANY ACTIVITIES UNDERNEATH IT ALSO BECOME ELIGIBLE.

SO I WOULD SAY THAT WE CAN COME BACK AND GIVE YOU A CLARIFICATION ON THAT, BUT I WOULD SAY THIS IS REIMBURSABLE EXPENSE UNDER PROJECT DEVELOPMENT.

>> Stratton: BUT THE BOTTOM LINE, THIS IS GOING TO ALLOW US TO MOVE THIS PROJECT ALONG FASTER AND MORE EFFECTIVELY THAN IF WE WERE NOT EXPENDING THESE FUNDS?

>> ABSOLUTELY.

THIS IS CRITICAL TO -- TO THE IMPLEMENTATION OF MAKING SURE THAT F.T.A -- THE REGION HAS ENOUGH TECHNICAL SUPPORT TO BE ABLE TO --

>> Stratton: THANK YOU FOR THE CLARIFICATION.

I APPRECIATE IT.

>> Cooper: SO VICE-CHAIR TRAVILLION.

>> Travillion: SO WE ARE GUARANTEEING COMPLIANCE BEFORE WE SUBMIT?

>> SO THIS IS SUPPLEMENTAL, TECHNICAL COMPLIANCE, IN A VERY RIGOROUS, TECHNICAL SUBJECTS LIKE NOISE AND VIBRATION, NOISE QUALITY THAT REQUIRES ASSISTANCE.

AND F.T.A. REGIONS HAVE ONLY SO MUCH CAPACITY TO BE ABLE TO DELIVER AND PUT DEDICATED RESOURCES.

THIS IS A VERY COMMON PRACTICE THAT OTHER TRANSIT AGENCIES HAVE EMPLOYED LIKE SOME TRANSIT AND OTHER AGENCIES IN CALIFORNIA FOR SIMILAR PROJECTS.

HERE IT WOULD REALLY HELP US -- IT'S AN ALLOWABLE ACTIVITY, AND IT WILL HELP US TO DELIVER THAT EXPEDITED PROGRAM OF PROJECTS.

>> Travillion: IT ALMOST SOUNDS LIKE WHAT WE USED TO CALL A CROSSWALK FUNCTION AT THE PERFORMANCE REVIEW.

WE WOULD LAY OUT OUR DELIVERABLES ONE BY ONE AND THEN ASSESS WHETHER THE WORK ADDRESSED EVERY DELIVERABLE THAT WAS EXPECTED, AND FULLY COMPLIED, AND MET OUR EXPECTATIONS.

>> UNDER THE FULL GUIDANCE OF F.T.A. AND REVIEW OF F.T.A.

>> Cooper: OTHER QUESTIONS?  
MEMBER POOL.

>> Pool: I'M GOING TO JUST COMMENT THAT IT SEEMS LIKE A SMART MOVE ON F.T.A.'S PART BECAUSE THERE'S NO WAY THE FEDERAL GOVERNMENT COULD STAFF UP TO UNDERSTAND AT THE REALLY INTIMATE LEVEL ALL OF THE MAJOR INFRASTRUCTURE PROJECTS THAT MIGHT BE GOING ON ACROSS THE NATION.

SO IT MAKES SENSE TO ME TO HAVE PROFESSIONALS WHO ARE FAMILIAR, NOT JUST WITH WHAT HAPPENS IN AUSTIN, BUT, YOU KNOW, WHO ARE -- ALSO HAVE THE CONNECTIONS WITH CapMetro AND PROJECT CONNECT TO REALLY RAMP UP THE LEVEL OF EXPERTISE AND THE PROFESSIONALISM.

AND WHAT A GREAT PROFESSIONAL OPPORTUNITY FOR WHOMEVER THOSE STAFFERS ARE WHO -- WITH KIMLEY-HORN, WHO WILL BE GOING UP THERE AND DOING THAT WORK AND WORKING THAT CLOSELY WITH THE FEDS.

IT SOUNDS -- IF I WAS IN THAT -- IF I WAS IN THAT CAPACITY MYSELF I WOULD REALLY LOOK FORWARD TO THAT KIND OF AN ASSIGNMENT.

>> THAT IS ACCURATE.

THANK YOU.

>> Cooper: OTHER QUESTIONS OR COMMENTS?

HEARING NONE, THEN CHAIR WILL ENTERTAIN A MOTION.

>> Travillion: MOVE APPROVAL OF ITEM 2.

>> Cooper: IS THERE A SECOND?

SECOND BY MEMBER STRATTON.

ANY DISCUSSION?

HEARING NONE, THEN ALL IN FAVOR OF THE MOTION, PLEASE INDICATE BY SAYING AYE.

ANY OPPOSED, NAY.

MOTION CARRIED.

5-0, THANK YOU.

ITEM NUMBER 3 THEN IS APPROVAL OF A RESOLUTION AUTHORIZING THE PRESIDENT AND THE CEO OR HIS DESIGNEE TO FINALIZE AND EXECUTE A CONTRACT WITH SIRIUS COMPUTER SOLUTIONS INC. TO REPLACE NETWORK INFRASTRUCTURE TECHNOLOGY IN AN AMOUNT TO NOT EXCEED \$234,059.

MR. SALINAS, WELCOME.

>> GOOD MORNING, I'M STEVEN SALINAS, DIRECTOR OF THE NETWORK SERVICES. I'M ASKING FOR APPROVAL TO EXECUTE A CONTRACT WITH SIRIUS COMPUTER SOLUTIONS TO REPLACE NETWORK INFRASTRUCTURE TECHNOLOGY TO NOT EXCEED \$234,059.

THIS REPLACES NETWORK EQUIPMENT AND INCLUDES THE IMPLEMENTATION SERVICES AND MAINTENANCE AND SUPPORT.

THIS NETWORK EQUIPMENT PROVIDES SECURITY ACCESS FOR DEVICES ON OUR NETWORKS AND SWITCHES TO ENABLE COMMUNICATION AND TO PROTECT CONNECTIVITY FOR MOBILE USERS AT OUR FACILITIES.

IT HAS EXCEEDED ITS USEFUL LIFE AND NEEDS TO BE MAINTAINED.

AND THIS TYPE OF NETWORK INFRASTRUCTURE EQUIPMENT HAS BEEN SET UP WITH ROTATING LIFE CYCLES SO THAT ONLY A PORTION OF OUR NETWORK EQUIPMENT IS REPLACED EACH YEAR, WHICH REDUCES THE RISK AND CREATES A MORE MANAGEABLE DEPLOYMENT.

S.B.E. PARTICIPATION WAS SET AT 8% AND SIRIUS WILL BE ABLE TO ACHIEVE 8.35%. AND WITH THAT I'M HAPPY TO ANSWER ANY QUESTIONS.

>> Cooper: THANK YOU.

QUESTIONS?

NO QUESTIONS?

VERY WELL.

CHAIR WILL LOOK FOR A MOTION THEN WITH RESPECT TO ACTION ITEM NUMBER 3. MEMBER STRATTON WITH THE MOTION.

SECONDED BY MEMBER POOL.

ANY DISCUSSION?

SEEING NONE, ALL IN FAVOR OF THE MOTION INDICATE BY SAYING AYE.

ANY OPPOSED, NAY.

MOTION CARRIES 5-0.

THANK YOU.

WAS THIS YOUR FIRST MOTION BEFORE US, I CAN'T REMEMBER.

>> I HAVEN'T DONE ONE FOR QUITE A WHILE BUT I USED TO DO IT MORE FREQUENTLY, YES.

>> Cooper: WELL, CONGRATULATIONS AND GOOD TO SEE YOU AGAIN.

>> I SUGGEST THAT HE SHOULD DO A WHOLE BUNCH.

[laughter]

>> Cooper: IF HE DOES IT THAT EFFICIENTLY, WE'LL WELCOME HIM.

ITEM NUMBER 4, APPROVAL OF A RESOLUTION ADOPTING THE REVISED TITLE VI POLICIES AND APPROVING THE TITLE VI SERVICE MONITORING RESULTS, AND APPROVAL OF SUBMISSION OF THE TRIENNIAL TITLE VI UPDATE TO THE FEDERAL TRANSIT

ADMINISTRATION.

WELCOME BACK.

>> THANK YOU.

THIS TIME I WILL NOT FORGET TO INTRODUCE MYSELF.

I AM SHARMILA MUKHERJEE, EXECUTIVE VICE PRESIDENT OF PLANNING AND DEVELOPMENT AT CapMetro.

AND THE TOPIC OF THE PRESENTATION IS OUR TRIENNIAL PROJECT UPDATE ON TITLE VI. AND ED IS JUST PULLING UP THE PRESENTATION.

OKAY.

GOT IT.

THANK YOU.

SO WE'LL START WITH THE CONTEXT, AND THE OVERARCHING GUIDANCE.

THE ACT OF 1964, I'M SURE THAT ALL OF YOU ARE FAMILIAR WITH IT, BUT IT SPEAKS TO -- THE OVERARCHING GUIDANCES THAT NO PERSON IN THE UNITED STATES SHALL ON THE GROUND OF RACE, COLOR OR NATIONAL ORIGIN, BE EXCLUDED FROM PARTICIPATION IN OR BE DENIED OF THE BENEFITS, AND TO BE SUBJECTED TO DISCRIMINATION UNDER ANY PROGRAM OR ACTIVITY RECEIVING FEDERAL FINANCIAL ASSISTANCE.

UNDER THAT OVERARCHING GUIDANCE, TITLE VI APPLIES TO CapMetro AND OTHER TRANSIT AIMS IN VERY SPECIFIC WAYS.

YES, WE RECEIVE FEDERAL FUNDING AND IT IS AN IMPORTANT ASPECT OF WHY WE USE TITLE VI PROGRAM UPDATE, BUT THERE ARE SORT OF BASIC FUNDAMENTAL WAYS THAT WE APPLY IN OUR OPERATIONS AND HOW WE DO PLANNING AND IN OUR SERVICE CHANGES.

I'LL GO OVER THAT, AND THE PURPOSE OF THIS PROGRAM UPDATE IS IT'S GUIDED BY THE FACT THAT OUR PROGRAM IS DUE ON AUGUST 1, 2021, AND EVERY THREE YEARS ALL TRANSIT AGENCIES, INCLUDING CAPITAL METRO, PROVIDES UPDATE TO THEIR PROGRAM. SO THERE ARE VERY MANY DIFFERENT COMPONENTS OF TITLE VI PROGRAM AS IT APPLIES TO TRANSIT AGENCIES.

AND THERE ARE VERY MANY OTHER TITLE VI IMPLICATIONS THAT ARE IN THE -- THAT AFFECTS US IN OTHER WAYS.

SO I WILL NOW BE GOING THROUGH EACH ONE OF THEM.

AND I'M HIGHLIGHTING THE ONES IN OUR PRESENTATION TODAY THAT WOULD EITHER REQUIRE BOARD ACTION OR APPROVAL, OR AN ESSENTIAL BRIEFING.

MOST OF YOU HAVE GONE THROUGH TITLE VI BRIEFING WHERE WE TALKED ABOUT EACH OF THESE ELEMENTS.

AND TODAY'S PROGRAM CENTERS ON THE HIGHLIGHTED ONES THAT ARE LANGUAGE ASSISTANCE PLAN WHICH IS THE INITIAL BRIEFING ITEM.

AND THEN REVISED TITLE VI POLICY SUMMARY AND SERVICE MONITORING RESULTS.

THE LANGUAGE ASSISTANCE PLAN -- WHY WE DO IT.

SO THE T.A. HAS A LANGUAGE ASSISTANCE PLAN ON GUIDING CAPITAL METRO ON HOW WE REACH OUT TO OUR LANGUAGE DEFICIENCY PROGRAMS AND HOW IT'S DEFINED AS IMPORTANT TO THAT.

L.A.P. INDIVIDUALS RESPOND WITH LESS THAN VERY WELL ON THE U.S. CENSUS

LANGUAGE, AND IT'S IT ORGANIZES THE POPULATION.

SAFE HARBOR PROVISIONS ARE ALSO IMPORTANT TO THIS AND IT STATES THAT IF ANY LANGUAGE GROUP CONSISTS OF 5% OR 1,000 PERSONS, WHICHEVER IS LESS, THEN THE TRANSLATION OF VITAL DOCUMENTS WOULD NEED TO BE IN THOSE LANGUAGES.

L.E.P. IS UPDATED EVERY THREE YEARS WITH THE TITLE VI OVERALL PROGRAM UPDATE AND THIS GUIDES HOW WE DO OUR TARGETED OUTREACH TO THE NON-ENGLISH SPEAKING COMMUNITIES.

FACTOR ANALYSIS IS REQUIRED TO UNDERSTAND HOW THIS PLAN IS DEVELOPED. THE FIRST ONE IS ABOUT THE NUMBER AND PROPORTION OF L.E.P. POPULATIONS WITHIN OUR COMMUNITY.

AND WITH -- AND THE FREQUENCY WITH WHICH L.E.P. INDIVIDUALS COME IN CONTACT WITH OUR PROGRAMS AND SERVICES.

THE NATURE AND THE IMPORTANCE IS THE QUALITY ASSESSMENTS THAT IS TAKEN INTO ACCOUNT.

AND THIS WORK WAS DONE BY OUR CONSULTANT.

AND THE RESOURCES AVAILABLE TO CAPITAL METRO AND THE COST OF TRANSLATION SERVICES AS WELL.

A REVIEW OF THAT ALSO TAKES PLACE AS PART OF THE L.E.P. AND THE L.A.P. PLAN.

SO HERE'S OUR L.E.P. UPDATE.

WE FORMULATED THE PLAN BASED ON OUR OUTREACH ANALYSIS RESULTS AND DEMOGRAPHICS OF THIS FOUR-FACTOR ANALYSIS.

WE INCLUDED OUR COMMUNITY-BASED ORGANIZATION, OUR SERVICE PROVIDERS AND CapMetro MANAGEMENT AND ADMINISTRATION STAFF.

AND ANALYSIS OF THIS PRACTICES TELLS US HOW WE NEED TO ADDRESS ANY CHANGES DUE TO THE DEMOGRAPHIC CHANGES THAT ARE HAPPENING IN OUR COMMUNITY AND IN THE SERVICE AREA.

AND TRANSLATIONS ARE AUTOMATICALLY DONE IN SPANISH AND OTHER TRANSLATIONS AVAILABLE UPON REQUEST ARE THE FOLLOWING LANGUAGES, 10 LANGUAGES, AND THESE ARE VIETNAMESE, MANDARIN, KOREAN, ARABIC, TELUGU, PUNJABI, AND BURMESE AND FRENCH AND PASHTO.

HINDI FELL OFF AND AS DEMOGRAPHIC CHANGES HAPPEN, NEW LANGUAGES COME INTO PLAY AND WE UPDATE THAT EVERY THREE YEARS.

THESE ARE OUR EARLY ACTION ITEMS FOR L.A.P. THAT WE ARE GOING TO ADD ALL OF THESE LANGUAGES TO GOOGLE TRANSLATE.

WE'LL UPDATE OUR WEBSITE TO ENSURE ACCESS TO L.E.P. POPULATIONS AND PROVIDE NOTICE OF FREE LANGUAGE ASSISTANCE IN THOSE SAME HARBOR LANGUAGES THAT I MENTIONED.

AND WE TRANSLATE OUR COMPLAINTS ALSO IN THE SAME LANGUAGE.

SO THESE ARE A KIND OF A LONGER LEAD ACTION ITEMS FOR L.A.P., AND IN ADDITION TO OUR WEBSITE AND MOBILE APP WHICH ALLOWS FOR AUTOMATIC TRANSLATIONS INTO THIS, OUR INFRASTRUCTURE WILL ALSO REFLECT OUR STOPS AND STATIONS AND WE WILL MAKE SURE THAT TRANSLATION OF THESE, AUDIBLE OR OTHERWISE, WILL BE AVAILABLE.

COMMUNITY ENGAGEMENT, L.E.P. SUMMARIES AND OUR SORT OF TAKEAWAYS FROM

THAT WILL GUIDE OUR COMMUNITY ENGAGEMENT AND HOW WE DO OUR OUTREACH. AND WITH THAT, I'M GOING TO MOVE ON TO THE NUMBER TOPIC THAT IS OUR SERVICE MONITORING PLAN.

SO L.A.P. WAS A TOPIC THAT WE JUST WANTED TO REVIEW ON, SERVICE MONITORING PLAN.

WE DO THAT AS PART OF EVERY THREE-YEAR TITLE VI UPDATE.

WE ALSO AS OUR INTERNAL GUT CHECK WE DO SERVICE MONITORING TO MAKE SURE THAT WE ARE STAYING CONSISTENT AND ON A PATH FORWARD FOR EVERY THREE YEARS.

SO WE DO INTERIM PLANNING AS WELL, IN ADDITION TO THE TITLE VI UPDATE.

SO IT ANALYZES OUR MINORITY ROUTES AS COMPARED TO NON-MINORITY ROUTES.

AND THIS IS WHAT WE LOOK AT, THE TOP THREE ARE LOOKED AT ON A ROUTE LEVEL.

AND SERVICE AVAILABILITY, TRANSIT AMENITIES AND VEHICLE ASSIGNMENTS ARE LOOKED AT IN A SYSTEM LEVEL.

MINORITY ROUTES ARE DEFINED BY A SPECIFIC WAY WITH F.T.A. TITLE VI.

WHAT DOES THAT MEAN?

AT LEAST ONE-THIRD OF REVENUE MILES IN MINORITY CENSUS BLOCK GROUPS, WHERE THE THRESHOLD FOR MINORITY BLOCK GROUPS HAVE TO BE 50% OR HIGHER.

SO BY THAT STANDARD, 48% OF ALL CAPITAL METRO'S ROUTES, 70 ROUTES, ARE DEFINED AS MINORITY ROUTES.

HERE'S OUR SUMMARY.

SO WE LOOKED AT ALL SIX CATEGORIES, THREE AT ROUTE LEVEL, THE NEXT THREE AT SYSTEM LEVEL.

AND THESE ARE OUR RESULTS.

SO BOTH MINORITY AND NON-MINORITY ROUTES MET ALL SERVICE STANDARDS UNDER VEHICLE LOAD.

THE SAME GOES FOR FREQUENCY.

BOTH MINORITY AND NON-MINORITY ROUTES FAILED TO MEET OUR O.T.P. STANDARD AND I WILL TALK ABOUT WHY THAT IS.

IT IS ESSENTIALLY THE DATA THAT WE USED FOR SERVICE MONITORING PLAN WAS FROM FEBRUARY 2020.

AND IF YOU RECALL, BEFORE COVID HIT, WE HAD 19 MONTHS OF CONSISTENT RIDERSHIP GROWTH IN OUR SYSTEM.

AND WE HAD TRAFFIC CONGESTION THAT CONTRIBUTED TO TRAVEL TIME ISSUES THAT WE ROUTINELY MONITOR AND WE HAVE WEEKLY STAFF MEETINGS WHERE WE TALK ABOUT HOW WE CAN IMPROVE AS ANY ISSUES ARE IDENTIFIED.

SERVICE AVAILABILITY, TRANSIT AMENITIES AND VEHICLE ASSIGNMENTS, AGAIN, ARE REVIEWED AT A SYSTEM LEVEL.

82% OF ALL OF OUR AREA -- THE GUIDELINE -- BUS STOPS AT MINORITY BLOCK GROUPS -- AND I WANTED TO HIGHLIGHT THIS -- THAT MET THE GUIDELINES FOR SHELTERS MORE FREQUENTLY THAN IN NON-MINORITY AREAS.

SO IT SHOWS, BASED ON THE DEFINITION FOR F.T.A. FOR MINORITY ROUTES, 48 OUT OF OUR 70 ROUTES ARE MINORITY ROUTES.

AND THOSE ROUTES ARE WHERE SHELTER AND AMENITIES, CONSIDERATION AND STANDARDS ARE MET MORE FREQUENTLY.

AGAIN, ANALYSIS USED FEBRUARY 2020 PRE-COVID DATA.

SINCE THEN USING OUR COVID RIDERSHIP, WE HAVE DONE EVEN MORE IMPROVEMENT TO OUR SHELTERS AS YOU RECALL WITH PLEASANT VALLEY SUPER STOP WHERE WE REALLY FOCUSED ON EQUITY AND MADE SURE THAT OUR COVID RIDERSHIP WHERE WE ARE CATERING TO OR CUSTOMERS THAT ARE MOST FREQUENTLY USING OUR SERVICE AND HAVE THE GREATEST NEED FOR THAT.

THESE ARE OUR NEXT STEPS.

SO OUR OPERATIONS AND PLANNING STAFF, THEY MEET WEEKLY TO MONITOR OUR ROUTE PERFORMANCE.

WE'LL CONTINUE TO DO THAT.

WE WILL FOCUS ON PASSENGER LOADS AND ON-TIME PERFORMANCE.

WE ACTUALLY HAD SOME INTERMEDIATE SOLUTIONS TO TEST BEFORE FEBRUARY 2020, BUT THEN COVID HIT AND WE HAD TO PIVOT TO MAKE SURE THAT WE PROVIDE SERVICE TO ADJUST FOR COVID SERVICE LEVELS.

WE WILL CONDUCT SERVICE MONITORING AGAIN WHEN OUR RIDERSHIP IS AT 80% OF PRE-COVID LEVELS.

AND THIS IS NOT REQUIRED BY F.T.A. AND THIS IS STAFF RECOMMENDATION TO MAKE SURE THAT WE CONTINUE TO EVALUATE, ADOPT, AND TAKE ANY EARLY ACTIONS THAT WE NEED TO TAKE BEFORE WE GET TO THE NEXT UPDATE.

SO HERE'S OUR REVISED TITLE VI POLICIES THAT ARE FOR --

>> Cooper: SHARMILA, LET'S JUST PAUSE FOR A SECOND AND ASK FOR QUESTIONS ON THAT LAST SECTION.

MEMBER KITCHEN?

>> Kitchen: JUST TO CONFIRM -- I THINK THAT I UNDERSTAND WHAT YOU'RE SAYING -- BUT JUST TO CONFIRM.

SO THE THREE STANDARDS THAT ARE LOOKED AT ON A SYSTEMS LEVEL, YOU'RE STILL GATHERING DATA BY ROUTE, RIGHT?

>> OH, OF COURSE.

>> Kitchen: SO I'M NOT QUITE SURE WHAT YOU MEAN BY "ANALYZING THEM ON SYSTEM LEVEL," BECAUSE YOU DO HAVE THE DATA BY ROUTE.

>> ABSOLUTELY.

SO I CAN -- I CAN TALK ABOUT THAT A LITTLE BIT.

THIS IS F.T.A. GUIDELINES SO SORT OF PRESCRIPTIVE TITLE VI PROCESS.

AND BASED ON F.T.A. TITLE VI GUIDELINES, THE TOP THREE, THE VEHICLE LOAD FREQUENCY AND PERFORMANCE ARE ASSESSED ON ROUTE LEVEL.

AND THE OTHER THREE -- AND THAT IS F.T.A. REQUIREMENT.

WE COLLECT DATA BY ALL OF THOSE CATEGORIES, BUT THEN WE AGGREGATE THEM AS NEEDED FOR THE F.T.A. -- THAT IS THE REQUIREMENT FOR F.T.A.

>> Kitchen: OKAY, I THOUGHT THAT IT WAS SOMETHING LIKE THAT.

BUT, YOU KNOW, FOR OUR OWN PURPOSES WE HAVE THE DATA BY ROUTE AND IF WE CHOSE TO OR NEEDED TO, OR FOR WHATEVER REASON NEEDED TO COMPARE THE MINORITY ROUTES AND THE NON-MINORITY ROUTES, WE HAVE THAT INFORMATION?

>> ABSOLUTELY.

>> Kitchen: OKAY, THANK YOU.

>> Cooper: MEMBER TRAVILLION.

>> Travillion: JUST A COUPLE QUESTIONS.

HAVE WE GATHERED COMMENTS BY ROUTE OR COMPLAINTS BY ROUTE?

I KNOW THAT WE'VE HAD SEVERAL MEETINGS WHERE QUESTIONS HAVE BEEN ASKED ABOUT THE NUMBER 10 ROUTE, ABOUT THE NUMBER 392 ROUTE.

I WANT TO KNOW WHETHER WE HAVE, A, DOCUMENTED THE QUESTIONS AND COMPLAINTS AND, B, DEVELOPED SOME TYPE OF ANALYTICAL FRAMEWORK TO DETERMINE THE VERACITY OF THOSE CLAIMS?

>> ABSOLUTELY.

THAT IS WHERE -- OTHER THAN OUR -- SO IT'S A TWO-STEP PROCESS.

THE WAY THAT I WOULD VIEW IT THAT MORE ON AN OPERATIONAL BASIS, OUR PLANNING AND OPERATION STAFF, THEY MEET WEEKLY TO ASSESS ALL COMPLAINTS. WE ALSO GO ON SITE VISITS FOR AMENITIES.

AND WE DO FIELD REVIEW AS WELL.

SO ONCE THOSE COMPLAINTS ARE RECEIVED, THERE ARE FIELD CHECKS DONE AS WELL. AND IN CASES WHERE WE INITIALLY HAVE TO DO SOME SIMULATION ON THE SOFTWARE THAT WE USE TO SEE IF IT'S DUE TO BUNCHING BECAUSE OF THEIR MULTIPLE DRIVEWAYS ARE STACKED TOGETHER OR SOMETHING LIKE THAT.

AND THEN WE GO OUT THERE TO FIELD VERIFY OUR FINDINGS.

SO, YES, THERE'S A PROCESS IN PLACE.

AS COMMENTS COME IN THROUGH OUR CUSTOMER CARE, WE ORGANIZE THEM.

WE ALSO HAVE A PROCESS OF REEFING BACK TO -- REACHING BACK TO THE COMMUNITY AND THE CUSTOMERS THAT ARE SENDING THEIR -- TAKING TIME AND SENDING THEIR COMMENTS TO US.

I AM VERY PROUD TO REPORT THAT WE ARE ABSOLUTELY ON TARGET.

WE HAD SOME BACKLOG PRE-COVID, BUT WE ARE NOW ABSOLUTELY BACK ON TARGET IN RESPONDING TO CUSTOMER COMPLAINTS.

AND WE GET A FEW COMPLIMENTS TOO, TO THOSE.

>> Travillion: I APPRECIATE THAT.

I'D LIKE TO SEE A PARKING LOT, YOU KNOW, WHEN QUESTIONS ARE ASKED HOW THEY'VE BEEN RESOLVED.

I KNOW THAT WE'VE MADE A NUMBER OF SYSTEMS CHANGES THAT HAVE HELPED THE OVERALL SYSTEM EFFICIENCY.

AND SOME COMMUNITIES HAVE COMPLAINED THAT IT MIGHT HAVE HELPED THE SYSTEM, DIDN'T NECESSARILY HELP US.

I WANT TO MAKE SURE THAT WE ARE CAPTURING THOSE AND THERE ARE PARTICULAR AREAS -- LIKE THE -- THE 734 AREA, PALMER.

PARTICULARLY ON THE EAST SIDE OF DASAL WHERE WE DON'T HAVE SIDEWALKS.

AS WE IMPLEMENT A PICK-UP, DOES THAT IMPACT THOSE AREAS?

HAVE WE ADDRESSED THOSE AREAS OF -- IN OTHER PLACES WHERE ROUTES MIGHT HAVE BEEN CHANGED JUST TO IDENTIFY PLACES WHERE WE KNOW THAT WE'VE RECEIVED QUESTIONS AND WE WANT TO MAKE SURE THAT WE DOUBLE BACK AND PROVIDE ANSWERS, PARTICULARLY ON PUBLIC MEDIA AND MINORITY MEDIA AS WELL.

>> NO, I TAKE THAT COMMENT REALLY WELL, THAT WE ARE MAKING MORE NUANCED

CHANGES TO HOW WE REVIEW THEM.

I DESCRIBED THE PROCESS TO YOU, BUT AS THIS IS A VERY GOOD EXAMPLE.

AS WE INTRODUCE CHANGES TO OUR NETWORK, IRRESPECTIVE OF WHICH MODE, WHETHER IT'S BUS OR PICK-UP ZONE, ANY ASSOCIATED CHANGES AND HOW IT MAY IMPACT -- ESPECIALLY OUR LOW-INCOME AND MINORITY COMMUNITIES -- AND IN CASES THAT YOU BROUGHT UP A VERY GOOD POINT OF LACK OF SIDEWALKS.

AND SOMETIMES ACCESS TO THE TRANSIT STOP IS THE ISSUE.

AND I THINK THAT TAKING A COMPREHENSIVE LOOK AT WHAT'S CAUSING THOSE CONNECTIVITY ISSUES AND ACCESS ISSUES THAT ARE WITHIN OUR CONTROL AND THE ONES THAT ARE NOT IN OUR CONTROL, HOW WE SYNTHESIZE THEM AND TAKE IT TO THE RIGHT LEVEL OF DISCUSSION WHERE THEY COULD BE ADDRESSED.

AND THEN SOMETIMES THAT REQUIRES PARTNERING WITH THE CITY OF AUSTIN.

AND WE HAVE THAT IN OUR TRANSIT SPEED AND RELIABILITY PROGRAM.

IT'S GETTING EXPANDED WHERE WE WOULD WORK WITH PROP B PROJECTS TO MAKE SURE THAT WE COULD KIND OF HAVE THOSE ALIGNED A LITTLE BIT BETTER.

>> Cooper: OTHER QUESTIONS?

ALL RIGHT, SORRY TO INTERRUPT, BUT I THOUGHT THAT IT MIGHT BE HELPFUL TO TAKE THESE SECTION-BY-SECTION.

>> NO, THIS IS GREAT.

AND I'M GLAD THAT YOU ASKED ME TO PAUSE, BECAUSE THIS IS EASIER TO ADDRESS IT BY SECTION.

SO WITH THAT, I'M GOING TO GO TO -- I HAVE ALREADY GONE THROUGH THE NEXT STEP. HERE WE ARE WITH THE REVISED TITLE VI POLICIES.

SO OUR POLICY UPDATED APPROACH HAS -- IT'S -- IT'S AN ARTS AND SCIENCES TOGETHER, AND THE PROCESS IS VERY TECHNICAL, BUT THEN WE TAKE A LOT OF QUALITATIVE INFORMATION TO MAKE SURE THAT WE'RE BLENDING THE TWO APPROACHES WELL.

SO IT NEEDS TO BE COMPLIANT WITH F.T.A. GUIDANCE.

WE HAVE CONDUCTED EXHAUSTIVE PEER REVIEW AND OTHER PEER AGENCY METRICS AND THRESHOLDS AND DEMOGRAPHICS FOR PERSPECTIVE.

THE F.T.A. REQUIRES US TO DO THAT SO WE ARE COMPLIANT, COMPETITIVE AND TECHNICALLY SOUND AS WE APPROACH THOSE ANALYSIS.

AND MAJOR SERVICE CHANGE CONSIDERATIONS -- WE WANTED TO MAKE SURE THAT IT IS MODE NEUTRAL AS WE ARE GROWING INTO A BIGGER AGENCY.

WE HAVE PICK-UP AND OTHER -- OTHER GETTING READY FOR PROJECT CONNECT PROGRAM OF PROJECTS THAT WE ARE MORE CLEAR AND CONSISTENT IN HOW WE PLAN OUR SERVICES.

AND THEN DI/DB POLICY CONSIDERATIONS.

THAT DISPARATE IMPACT THAT ONE RELATES TO RACE, AND THE DISPROPORTIONAL BURDEN THAT IS THE LOW-INCOME COMMUNITIES, HOW POLICIES SPECIFICALLY WORK FOR ALL FARE AND SERVICE CHANGES.

AND THEN WE REVIEWED.

IF THE THRESHOLD WE CURRENTLY HAVE IS THAT APPROPRIATE FOR THE AGENCY THAT WE ARE IN THE CHANGING CONDITIONS AND DEMOGRAPHIC CONDITIONS OF OUR

COMMUNITY AND HOW WE USE THEM.

AND WE SOUGHT INPUT AND THEN WE CONDUCTED OUTREACH.

AND HERE WE ARE TODAY, WITH THE RECOMMENDATIONS.

SO MAJOR SERVICE CHANGE POLICY, IT'S A THRESHOLD FOR WHEN MAJOR SERVICE CHANGES ARE REQUIRED.

IF A ROUTE CHANGES BY MORE THAN 25%, EITHER IN ANNUAL MILES OR HOURS, THEN IT TRIGGERS AN ANALYSIS FOR MINORITY AND LOW-INCOME POPULATIONS THE COURSE OF FARE CHANGE, ANY PERCENTAGE IT REQUIRES A TITLE VI ANALYSIS.

DISPARATE IMPACT POLICY, MINORITY, THAT IS THE RACE COMPONENT, AND DISPROPORTIONATE BURDEN IS THE LOW INCOME.

WE HAVE CURRENT THRESHOLD FOR THAT.

I'M GOING TO COME TO THAT NEXT.

THAT THRESHOLD WAS TO UNDERSTAND IF A GIVEN SERVICE OR FARE CHANGE WOULD HAVE FAIR DISTRIBUTION OF EFFECTS ON MINORITY OR LOW-INCOME POPULATIONS.

AND THEN EVALUATE THE DIFFERENCE IN THE IMPACTS.

AND SO IT'S NOT THE IMPACT ITSELF, IT'S THE DISTRIBUTION OF IMPACT BETWEEN MINORITY AND LOW-INCOME POPULATIONS.

AND IF A THRESHOLD IS EXCEEDED -- AND THINK OF THAT THRESHOLD AS A TRIGGER -- AND THEN IT REQUIRES FURTHER ANALYSIS OF ROUTES THAT CAPITAL METRO IS THEN OBLIGATED TO AVOID, MINIMIZE AND MITIGATE.

SO HERE'S OUR REVISED TITLE VI POLICIES.

WE ARE MAKING -- THE THREE SEPARATE DISPARATE POLICIES ARE CONSOLIDATED INTO ONE.

AND, AGAIN, THIS IS MORE OF A NARRATIVE DISCUSSION THAN OF SUBSTANCE.

MAJOR SERVICE CHANGE POLICY, WE ARE REMOVING SPECIFIC REFERENCE TO MODES TO MAKE THIS POLICY UNIVERSAL, AND YOU HAVE THAT IN THE BACK-UP.

WE ARE ADDING EXCEPTIONS FOR ITEMS THAT ARE OUTSIDE OF CAPITAL METRO'S CONTROL, LIKE PROMOTIONAL EVENTS, GAMES AND OTHER THINGS THAT WE ARE REALLY NOT RELATED TO -- A CONSISTENT SERVICE CHANGE.

STATE ALL FARE CHANGES THAT RESULT IN AN EQUITY ANALYSIS.

SO THAT IS VERY IMPORTANT THAT ANY AND ALL FARE CHANGES WILL RESULT IN AN EQUITY ANALYSIS.

AND 25% OF ALL ANNUAL REVENUE MILES AND HOURS, THAT IS OUR CURRENT POLICY. IT'S REMAINING IN EFFECT.

THE DI/DB POLICY, 2% THRESHOLD IS OUR CURRENT POLICY.

AND POVERTY THRESHOLD IS 25% HIGHER THAN THE FEDERAL POVERTY LEVEL, AND WE'RE NOT CHANGING THAT.

SO ONLY RECOMMENDATION THAT WE HAVE UNDER REVISION TODAY FROM WHAT YOU HAVE HEARD IN THE PAST IS THE DISPARATE IMPACT AND THE DISPROPORTIONATE BURDEN.

OUR CURRENT POLICY IS 2%.

BASED ON THE PEER REVIEW AND THE AGENCIES OF SIMILAR SIZE AND HOW THEY APPROACH SYSTEM EXPANSION AND CHANGING DEMOGRAPHICS AS FAST AS AUSTIN IS EXPERIENCING, OUR TECHNICAL CONSULTANTS AND OUR AGENCY CONSIDERED A 10%

THRESHOLD AND OUR FINAL RECOMMENDATION FOR THAT IS ALSO OF NO CHANGE.  
WE'RE RETAINING AT 2%.

AND HERE WE ARE GOING TO COME BACK IN THREE YEARS AND REVIEW OUR  
THRESHOLDS TO SEE IF THEY ARE CORRECT AT THE MOMENT.

IF THEY REQUIRE ANY CHANGES OR DISCUSSION, THEN WE WILL BRING THAT IN THREE  
YEARS.

WE BELIEVE AT THIS POINT AS WE ARE COMING OUT OF COVID AND UNDERSTANDING  
OUR RIDERSHIP, THAT THIS RECOMMENDATION IS THE MOST APPROPRIATE ONE TO  
MAKE.

SO WITH THAT, I WOULD LIKE TO CONCLUDE THE PRESENTATION.

THESE ARE THE ITEMS THAT ARE EITHER -- YOU HAVE BEEN UPDATED ON AS PART OF  
OUR BRIEFING, OR IT REQUIRES BOARD APPROVAL.

AND THE TRIENNIAL TITLE VI PROGRAM YOU HAVE EXHAUSTIVE 300-PAGE DOCUMENT IN  
YOUR PACKET.

SO YOU MAY HAVE ENJOYED READING IT, AND ALL OF IT IS ALSO REQUIRES THE BOARD  
APPROVAL, ALONG WITH THE SPECIFIC REVISED TITLE VI POLICY HIGHLIGHTS THAT I HAVE  
SHARED TODAY.

WITH THAT, I'LL PAUSE FOR ANY QUESTIONS.

>> Cooper: ADDITIONAL QUESTIONS FOR SHARMILA?  
VICE CHAIR?

>> Travillion: WHAT TYPE OF RESPONSE HAVE WE GOTTEN FROM THE PUBLIC AS THEY  
HAVE -- OR HAVE THEY HAD A CHANCE TO GO THROUGH THIS IN ANY PUBLIC FORUMS TO  
GIVE YOU FEEDBACK?

>> SO OUR PUBLIC OUTREACH PROCESS FOR TITLE VI REMAINS CONSISTENT WITH OUR  
PUBLIC OUTREACH PROCESS FOR OTHER PROJECT INITIATIVES THAT WE HAVE  
UNDERTAKEN DURING COVID.

AND IT WAS A NUMBER OF VIRTUAL MEETINGS THAT WE HAVE HELD INITIALLY.

WE ALSO HAD DISCUSSIONS WITH OUR PARTNER AGENCIES, BUT -- AND WE RECEIVED  
THE -- THERE WERE A LOT OF INTEREST ON THE DISPARATE IMPACT AND THE  
DISPROPORTIONATE BURDEN POLICIES SPECIFICALLY.

AND WE HAD -- THERE WERE CONCERNS ABOUT RAISING THE THRESHOLD TO 10%.

AND I THINK THAT IS TO A GREAT EXTENT A FUNCTION OF DISCONNECT BETWEEN HOW  
THE THRESHOLDS ARE USED IN OUR SERVICE CHANGE AND IN OUR ROUTE ANALYSIS, BUT  
GIVEN WHERE WE ARE AND GIVEN WHERE OUR RIDERSHIP STANDS RIGHT NOW, AND AS  
WE ARE SHOWING STRONG SIGNS OF RECOVERY, WE FELT AT THIS TIME AS WE ARE  
GIVING THIS ANNUAL UPDATE, TRIENNIAL UPDATE TO F.T.A., THAT 2% THRESHOLD IS  
FINE TO RETAIN AT THE MOMENT AND WE CAN REVIEW THAT AT A LATER TIME.

>> Travillion: SO -- AND -- AND I DON'T WANT TO BELABOR, BUT IT CERTAINLY, YOU  
KNOW, COVID HAS MADE EVERYTHING CHANGE, I GET THAT.

I'M JUST TRYING TO MAKE SURE THAT WE HAD AN ADEQUATE AMOUNT OF OUTREACH  
AMONG OUR RIDERS.

THIS HAS BEEN A DIFFICULT TIME FOR EVERYONE, AND SO I GUESS I'M JUST TRYING TO  
DETERMINE, YOU KNOW, HOW MANY -- WHAT NUMBER OF OUTREACHES HAVE WE  
MADE, AND WHAT KIND -- I'M JUST REALLY TRYING TO GET AN IDEA, YOU KNOW, DID WE

REACH OUT TO NEIGHBORHOOD ASSOCIATIONS?

DID WE WORK THROUGH THE MEDIA?

WHAT WAS OUR METHOD?

AND, YOU KNOW, BECAUSE WE'VE -- WE DID A FAIRLY EXTENSIVE PROCESS FOR EDUCATING THE PUBLIC ABOUT, YOU KNOW, THE CHANGES IN SERVICE AND THE -- AND THE CHANGES THAT WE WANT TO SEE OCCUR OVER THE NEXT DECADE.

I'M TRYING TO MAKE SURE THAT WE HAD AN EFFORT THAT WAS SIMILAR TO THAT BECAUSE IF WE DIDN'T, THE COMMUNITY WILL CONTINUE TO LET US KNOW THAT.

>> NO, I UNDERSTAND.

I THINK WE HAD ALL TOGETHER -- WE REACHED OUT TO COMMUNITY-BASED ORGANIZATIONS.

THERE WAS A WHOLE LIST OF ORGANIZATIONS THAT YOU AND OTHER BOARD MEMBERS ALSO SHARED WITH US AS PART OF YOUR INDIVIDUAL BRIEFINGS.

SO WE HAVE -- WE HAD CONTACTED THEM.

WE HAD RECEIVED RESPONSES FROM SOME OF THEM.

WE HAD SIX VIRTUAL PUBLIC MEETINGS ALL TOGETHER THAT EITHER ADDRESSED TITLE VI SPECIFICALLY OR ADDRESSED TITLE VI AS A PROGRAM UPDATE AS PART OF OTHER AGENDA ITEMS.

AND THAT IS CONSISTENT WITH WHAT WE HAVE DONE THREE YEARS AGO, BUT WE BELIEVE -- AND THAT'S ONE OF THE REASONS WE ARE -- OUR RECOMMENDATIONS STAND WHERE THEY ARE, IS THAT THERE MAY BE GREATER NEED TO HAVE ADDITIONAL DISCUSSIONS AROUND THOSE.

AND MOSTLY AROUND COMMUNICATING HOW THESE THRESHOLDS ARE USED AND HOW THIS POLICY ACTUALLY RELATE TO THE SERVICE WE PUT OUT THERE.

AND THAT IS ONE OF THE REASON WE FELT THAT IF WE ARE RECOMMENDING ANY SIGNIFICANT CHANGES THEY SHOULD REALLY COME AT A TIME WHEN THEIR IN-PERSON MEETINGS -- WHEN WE CAN ACTUALLY HAVE A ONE-ON-ONE DISCUSSION AND EXPLAIN HOW THESE THRESHOLDS ARE USED.

>> Travillion: ALL RIGHT, THANK YOU.

>> Cooper: MEMBER STRATTON.

>> Stratton: THANK YOU, MR. CHAIRMAN.

SO, SHARMILA, AS I UNDERSTAND THIS THEN, ESSENTIALLY WHAT WE HAVE BEFORE US IS A COUPLE THINGS.

ONE, WE AS A BOARD HAVE TO TAKE ACTION -- PRETTY MUCH AT THIS MEETING -- IN ORDER FOR THE STAFF TO FINISH UP THE LAST PIECES YOU NEED IN ORDER TO SUBMIT THIS BY THE DEADLINE SO THAT WE CAN BE IN COMPLIANCE WITH TITLE VI AND FEDERAL POLICIES.

THAT'S THE FIRST PART OF IT, CORRECT?

>> THAT IS CORRECT.

>> Stratton: OKAY.

THE SECOND PART OF IT -- AND CORRECT ME IF I'M WRONG HERE -- BUT BASED ON WHAT I'M SEEING HERE, IT SOUNDS LIKE FOR THE MOST PART SINCE THE STAFF -- Y'ALL HAVE NOW BROUGHT BACK TO US NO CHANGES IN THE DB/DI, THAT DISPROPORTIONATE IMPACT -- THE DB/DI, DISPROPORTIONATE IMPACT, DISPROPORTIONATE BURDEN.

YOU'RE NOT LOOKING AT CHANGES THAT AT ALL, DESPITE FROM THE CONSULTANTS, IF WE LEAVE THAT AT 2%, WHAT WE'RE LOOKING AT HERE RIGHT NOW IS ESSENTIALLY NON-SUBSTANTIVE CHANGES.

WE'RE KIND OF CLEANING THIS UP, TIGHTENING THE POLICY, MAKING IT MORE USER-FRIENDLY AND EASIER TO READ AND HOPEFULLY UNDERSTAND, BUT -- AM I UNDERSTANDING THAT SO FAR RIGHT NOW?

IS THAT PRETTY MUCH WHAT WE HAVE BEFORE US, THAT'S WHAT IT LOOKS LIKE?  
>> THAT IS CORRECT.

THAT IS AN ABSOLUTELY ACCURATE DESCRIPTION OF WHAT YOU HAVE IN FRONT OF YOU.

>> Stratton: AND THEN IS YOUR INTENTION FROM THE CONVERSATION I JUST HEARD BETWEEN AND YOU VICE-CHAIRMAN TRAVILLION, THAT THE STAFF WANTS TO SPEND THE NEXT THREE YEARS -- BECAUSE IT IS A THREE-YEAR CYCLE THAT WE -- WE CAN'T DO THIS NEXT YEAR.

WE HAVE TO DO THIS IN THREE-YEAR INTERVALS WITH THE FEDERAL TRANSIT ADMINISTRATION.

AND THE INTENTION IS TO TAKE THE NEXT THREE YEARS AS WE CONTINUE TO, YOU KNOW, TO GET BACK -- TO GET BACK TO MORE IN-PERSON MEETINGS, MORE -- I HATE TO USE THIS WORD, BUT MORE NORMAL BEHAVIORS AND GATHERINGS, THAT WE CAN TAKE THAT TIME TO KIND OF TRACK THIS AND THEN EDUCATE PEOPLE AND THEN HEAR MORE FEEDBACK FROM THE COMMUNITY IN GREATER PLACES THAT WE MAYBE WEREN'T ABLE TO ACHIEVE BECAUSE WE WEREN'T ABLE TO -- TO REACH OUT AND TOUCH AS MANY FOLKS AS WE USED TO BECAUSE OF COVID?

>> THAT IS ALSO ACCURATE.

I THINK IN-PERSON MEETINGS WOULD ALLOW US TO HAVE -- MANY MORE OPPORTUNITIES TO BE ABLE TO HAVE ONE-ON-ONE DISCUSSIONS ON HOW MEANINGFUL THESE THRESHOLDS COULD BE USED AS OPPOSED TO THE PERCEPTION AROUND HOW THEY ARE USED OR WHAT MAYBE THE IMPLICATION FOR THAT.

AND I THINK THAT REQUIRES MORE MEANINGFUL DISCUSSION.

>> Stratton: BUT AS OF NOW AT THIS MOMENT WITH WHAT YOU HAVE BROUGHT BEFORE US, YOU'RE NOT RECOMMENDING MAKING ANY SUBSTANTIVE CHANGES AT THIS TIME?

>> THIS IS CORRECT.

>> Stratton: OKAY, THANK YOU.

>> Cooper: MEMBER KITCHEN.

>> Kitchen: THANK YOU.

I WANT TO THANK TRAVILLION, AND YOU AND THE REST OF THE STAFF FOR ALL OF THE WORK THAT Y'ALL DID ON THIS.

I KNOW THAT Y'ALL HAVE BEEN WORKING ON IT FOR A LONG TIME AND I REALLY APPRECIATE THAT AND I APPRECIATE THE CONVERSATIONS THAT WE HAD THE OPPORTUNITY TO HAVE HAD.

IT'S APPROPRIATE I AGREE TO NOT CHANGE THOSE THRESHOLDS SO I APPRECIATE THAT -- THAT WE'RE KEEPING THOSE AT THE 2%.

I THINK THAT I -- THINK THAT IT IS FAIR TO SAY THAT A SIMPLE WAY TO THINK ABOUT THAT IS THAT IT KEEPS THE THRESHOLDS TIGHTER FOR PURPOSES OF LOOKING AT THE

DIFFERENCES BETWEEN THE IMPACT ON MINORITY AND NON-MINORITY.  
SO I THINK THAT IT IS APPROPRIATE AT THIS TIME IN OUR COMMUNITY NOT TO -- NOT TO  
WIDEN THAT DIFFERENCE, TO KEEP IT AT 2%.

SO I WANT TO THANK YOU FOR THAT.

I DIDN'T SAY THAT EXACTLY CORRECTLY, I KNOW, BUT BASICALLY, LET ME TRY IT AGAIN.  
I'M TRYING TO DESCRIBE TO THE PUBLIC.

YOU KNOW, 2% IS THE DIFFERENCE BETWEEN NON-MINORITY AND MINORITY THAT  
TRIGGERS A FURTHER ANALYSIS.

GOING TO A GREATER DIFFERENCE FOR A TRIGGER OF AN ANALYSIS JUST WOULD NOT BE  
APPROPRIATE AT THIS TIME I DON'T THINK, SO I APPRECIATE US KEEPING IT THE SAME  
AND I APPRECIATE YOU CONTINUING TO REVIEW.

SO I HAD A DIFFERENT QUESTION.

I WAS THINKING THAT -- I MAY NOT BE REMEMBERING CORRECTLY, BUT WE DO ALSO  
LOOK AT THE -- THE COMPOSITION OF OUR ADVISORY COMMITTEES.

IS THAT CORRECT?

IS THAT A COMPONENT OF THIS TITLE VI POLICY?

>> YES, THAT IS CORRECT.

ANY LOCAL ADVISORY GROUPS, CSAC, ACCESS, GROUPS THAT WE HAVE -- THAT ARE  
THERE TO GIVE US COMMENTS ON OUR SERVICES AND SPECIFICALLY OUR TRANSIT  
SERVICES, SO IT'S NOT INTERNALLY FOCUSED.

>> Kitchen: RIGHT.

>> IN THE BRIEFING WE TALKED A LITTLE BIT ABOUT THAT IN AS WE HAVE DONE A  
WHOLE HOST OF OTHER MEASURES THAT TOUCHES THE COMMUNITY AND TALKS ABOUT  
EQUITY AND WHAT WE ARE DOING ON THAT.

AND DIVERSITY AND EQUITY INCLUSION, THE COUNCIL THAT IS COMING OUT, THAT IS  
ONE EXAMPLE.

BUT THAT IS, AGAIN, NOT F.T.A. TITLE VI IS A VERY SORT OF PRESCRIPTIVE PROCESS AND  
THE PROGRAM THAT -- THE COMMITTEES THAT COULD BE INCLUDED IN THE PROGRAM  
UPDATE -- AND I THINK THAT IT IS INCLUDED IN YOUR PACKET -- ARE THOSE TWO  
COMMITTEES THAT SPECIFICALLY ORGANIZED TO GIVE COMMENTS ON OUR SERVICE.  
OUR SERVICE THAT WE PUT ON THE ROAD.

AS OPPOSED TO OTHER INTERNAL AND EXTERNAL EQUITY-BASED COMMITTEES THAT WE  
ARE ENGAGED IN.

>> Kitchen: OKAY.

AND FOR THOSE TWO COMMITTEES, I UNDERSTAND THAT -- THAT WE PERHAPS HAVE  
SOME WORK THAT WE NEED TO DO IN ORDER TO GET GREATER REPRESENTATION?

I WOULD APPRECIATE A BRIEFING IN THE FUTURE, YOU KNOW, IN THE NEAR FUTURE,  
NEXT COUPLE OF BOARD MEETINGS, TO GIVE US A STATUS OF THAT.

WE HAVE THE OPPORTUNITY TO -- WE HAVE SOME VACANCIES ON SOME OF THOSE  
RIGHT NOW, AND I UNDERSTAND THAT WE'RE NOT REPRESENTATIVE FROM A  
DEMOGRAPHIC PERSPECTIVE ON I THINK BOTH OF THEM, IF I'M REMEMBERING  
CORRECTLY.

IS THAT RIGHT?

>> THERE ARE -- I MEAN, YOU CAN NOMINATE I THINK BOARD MEMBERS ARE -- YOU

HAVE ONE NOMINATION AND I THINK THAT THERE ARE THREE VACANCIES, IF I RECALL -- AND DON'T QUOTE ME ON THAT.

I HAVE TO GO BACK AND REVIEW THE EXACT NUMBER OF VACANCIES. AND I BELIEVE THAT THERE ARE OPPORTUNITIES TO IMPROVE ON THAT.

>> Kitchen: OKAY.

AND WE WOULD BE HAPPY TO GIVE YOU AN UPDATE.

>> Kitchen: OKAY.

I JUST THINK THAT IT WOULD BE HELPFUL FOR US AS A BOARD TO -- TO KEEP AN EYE ON THE REPRESENTATION ON OUR TWO ADVISORY COMMITTEES.

AND MY UNDERSTANDING FROM WHAT I REVIEWED RECENTLY WAS THAT THEY'RE NOT AS REPRESENTATIVE AS WE MIGHT WANT THEM TO BE.

AND SO IT'S SOMETHING THAT I'D LIKE TO SEE US LOOK AT AGAIN IN, YOU KNOW, A COUPLE MONTHS, JUST TO SEE IF WE MADE ANY IMPROVEMENTS.

>> THANK YOU.

>> Cooper: OTHER QUESTIONS?

VICE-CHAIR?

>> Travillion: JUST AS A STATEMENT IF I COULD.

YOU KNOW, AS WE DO GO FORWARD, AND AS WE LOOK AT BOARD -- AT COMMITTEE MEMBERS, YOU KNOW, I THINK THAT IT IS IMPORTANT FOR US TO MAKE CLEAR THE TYPES OF THINGS WE'RE TRYING TO ACHIEVE WITH TITLE VI POLICIES AND THE TYPES OF THINGS THAT WE'RE TRYING TO ACHIEVE WITH THE H.U.B. PROGRAMS.

OFTENTIMES THEY'RE COUNTERINTUITIVE.

AND WHEN YOU SAY 25% OF THIS OR 2% OF THAT, WE -- WE ALMOST NEED TO MAKE MORE PLAIN TO REGULAR FOLKS WHAT IT IS WE'RE TRYING TO ACHIEVE, HOW IT IS THEY CAN COMMUNICATE WITH US.

AND THEN MAKE IT EASY FOR THEM TO GIVE RECOMMENDATIONS TO US WHEN APPROPRIATE.

SO I WOULD LOVE TO WORK WITH YOU AS WE TALK ABOUT HOW WE COMMUNICATE WITH THE COMMUNITY, AND HOPEFULLY INFORM THEM ABOUT THE TYPES OF THINGS THAT WE'RE TRYING TO ACHIEVE.

>> THANK YOU.

THAT WOULD BE GREAT.

>> Cooper: THANK YOU, SHARMILA.

WE HAVE ONE PUBLIC COMMENT, MISS JOSEPH WHO WANTED TO ADDRESS THIS AGAIN. AND, ED, IF SHE'S STILL ON THE LINE --

>> YES, ARE YOU READY FOR ME TO SPEAK?

>> Cooper: YES, MA'AM.

I'LL JUST REMIND YOU OUR TIME LIMIT IS THREE MINUTES AND ASK YOU TO RESPECT THAT.

IT MAY BE DIFFICULT TO HEAR THE BUZZER ON THE PHONE LINE, BUT IF YOU WILL JUST LIMIT YOUR COMMENTS TO THREE MINUTES, WE'RE GLAD TO HAVE THOSE.

SO, NOW IS A GOOD TIME.

>> MR. CHAIR, DID YOU WANT ME TO SPEAK NOW?

>> YES, MA'AM.

>> THANK YOU, MR. CHAIR, MEMBERS.

I'M ZENOBIA JOSEPH.

MY COMMENTS ARE SPECIFICALLY RELATED TO ITEM 4.

I MADE A COMMENT BEFORE WHICH SAID YOU HAVE FIGURED OUT HOW TO CIRCUMVENT TITLE VI -- SAY ONE THING, DO ANOTHER, DOCUMENT WHAT IS SAID TO THE FEDS AND THEN YOU GET THE FEDERAL FUNDING.

HOWEVER, I DO WANT TO THANK BOARD MEMBER TRAVILLION FOR FOLLOWING UP AND ASKING THE QUESTION ABOUT FM734 PARMER LANE, BECAUSE WHEN YOU DO THE SERVICE EQUITY ANALYSIS, YOU'VE NOT LOOKED AT THE AREAS WHERE YOU DO NOT HAVE SERVICE.

IF YOU KEEP TWEAKING EXISTING SERVICE THAT MEANS YOU KEEP ELIMINATING THE PEOPLE WHO ACTUALLY LIVE NORTHEAST AUSTIN AND FROM SAMSUNG TO APPLE. SO I WOULD ASK YOU TO RESTORE THAT SERVICE.

IT WAS \$4.7 MILLION FOR THE BUS ROUTE, THE MetroRapid.

AS YOU ARE RELATING TO THE ADVISORY COMMITTEES I WOULD SAY COUNCILMEMBER KITCHEN, THERE NEEDS TO BE TRANSPARENCY.

I WOULD ASK YOU TO PUT THE AUDIO ONLINE, BECAUSE THOSE MEETINGS ARE LIKE A PRIVATE CLUB AND ONLY CERTAIN MEMBERS OF THE PUBLIC GET THE CODE.

SO IF YOU WANT THE COMMUNITY TO BE INVOLVED, BE TRANSPARENT.

I WOULD CALL TO YOUR ATTENTION ON JUNE 18TH, 2018, ROBERTO TOLD ME I DIDN'T NEED TO KEEP COMING TO THE MEETINGS ANYWAY.

HE DIDN'T MEET WITH ME IN THE BREAKER-BURNET AREA TO SEE WHAT THE SHORT LINING OF THE 392 WOULD DO.

I WANT COMMISSIONER TRAVILLION TO KNOW WHAT RESPONSE I GOT FROM DEETER, THE SENIOR PLANNER, THE DIRECTOR FOR CONNECTIONS 2025 ON MAY 19TH, 2021. THERE WAS A VIRTUAL TITLE VI MEETING.

I ASKED SPECIFICALLY ABOUT DISPARATE IMPACTS.

AND WHEN CAPITAL METRO PLANS TO RE-IMPLEMENT THE LEAST DISCRIMINATORY ALTERNATIVE.

HE SAID WE DO NOT PLAN TO CONDUCT THAT ANALYSIS AT ANY TIME.

HE RELIED ON THE LETTER THAT CAME FROM THE FEDERAL TRANSIT ADMINISTRATION TO THE COMPLAINT THAT I FILED, 2017, WHICH WAS IN THE APRIL 23rd, 2018 BOARD PACKET WHEN THEY DID THE TRIENNIAL -- REVIEW.

THE COUNCIL TOLD THE BOARD IT HAD NOTHING TO DO WITH THE REVIEW, EVEN THOUGH IT WAS ON PAGE 114 OF THE DOCUMENT.

I'LL CALL YOUR ATTENTION TO JANUARY 28, 2019.

I TESTIFIED ABOUT HOW THE LANGUAGE IN FEDERAL TRANSIT ADMINISTRATION CIRCULAR 4702, WHICH SHARMILLA JUST ACTUALLY REFERRED TO, WAS CHANGED.

THE WORD SEVERE DOES NOT APPEAR IN THE GUIDELINES.

AND SO THAT WAS THE SAME MEETING WHERE CHAIRMAN COOPER ACTUALLY ACKNOWLEDGED THE DISPARATE IMPACTS.

AND THEN THEY JUST MOVED ON.

BUSINESS AS USUAL.

AND SO COMMISSIONER TRAVILLION, I WANT YOU TO UNDERSTAND I APPRECIATE YOU

ASKING THE QUESTION, BUT JUST LAST NIGHT, THERE WAS A SOCCER GAME.  
I HAVE ASKED MANY TIMES FOR 801, CHINATOWN, TO BE MOVED TO A SAFER LOCATION  
BY THE CVS PHARMACY.

AND WITH NOBODY ASKING CLARK MOVED THE MID-BLOCK STOP, THE NEW 803 STOP  
AND BREAKER AND BURNET SO THE WHITE PEOPLE DIDN'T HAVE FAR TO WALK.  
SO THE SYSTEM IS INEQUITABLE.

BLACK PEOPLE WAIT 60 MINUTES FOR THE BUS.

AUGUST 7, 2020, THE RESOLUTION MAINTAINED THE SYSTEM AS IT IS.

IT IS DISINGENUOUS FOR THE BOARD TO ACTUALLY SIT THERE AND PRETEND THAT ALL IS  
WELL AND GOOD.

I WANT TO CALL TO YOUR ATTENTION ON PAGE 30 WHERE YOU TALK ABOUT THE  
CHANGES, THAT THE FARE CHANGES WILL RESULT IN AN EQUITY ANALYSIS -- I'LL LET YOU  
KNOW THAT THE FARE IS FREE UNTIL JULY 4TH.

BUT THAT AD ONLY PLAYS ON KETE, NOT ON KEZI.

AND LASTLY, WHEN THEY WANTED TO REACH US FOR PROJECT CONNECT, THE AD PLAYED  
ABOUT EQUITY, WHICH WAS PROPAGANDA, 550 TIMES.

WHEN IT CAME TO THE FREE FARE AND OTHER THINGS THAT BENEFIT PEOPLE OF COLOR,  
THEY DIDN'T GET ON THE AIR AND SAY ANYTHING.

AND SO PLEASE STOP WITH JUST TALKING ABOUT EQUITY AND USING IT AD NAUSEAM.

JUST SAYING THE WORD DOESN'T MAKE THE SYSTEM EQUITABLE.

I WOULD URGE THE BOARD TO DO THE RIGHT THING AND TO RECOGNIZE, WAY BACK ON  
NOVEMBER 14TH, 2018 --

>> THANK YOU, MS. JOSEPHS.

THANK YOU.

>> I WOULD ASK YOU TO BE HONEST AND TO --

>> THANK YOU, MS. JOSEPHS.

>> THE DECISIONS THAT YOU MAKE.

AND LASTLY -- I WANT YOU TO --

>> THANK YOU.

BOARD MEMBERS, YOU'VE HEARD FROM SHARMILLA IN OUR PUBLIC COMMENT.

ANY -- THE CHAIR WILL ENTERTAIN A MOTION WITH RESPECT TO ACTION ITEM  
NUMBER 4, WHICH IS APPROVAL OF THE RESOLUTION ADOPTING REVISED TITLE VI  
POLICIES.

IS THERE A MOTION?

MOTION BY MEMBER POOL, A SECOND?

SECOND BY MEMBER STRATTON.

DISCUSSION?

VICE CHAIR?

>> YEAH, I THINK THIS IS A DIFFICULT AREA.

AND I THINK THAT WE'VE GOT DIFFERENT UNDERSTANDINGS OF HOW IT OUGHT TO  
WORK.

AND I REALLY THINK THAT IT WOULD HELP US INTERNALLY TO DO A 101 JUST FOR  
OURSELVES, BECAUSE AS WE'VE WALKED THROUGH THE PROCESS, WE'VE TALKED.

AND I THINK THAT THEREFORE BEEN SOME SIGNIFICANT CHANGES.

AND I'M APPRECIATIVE OF THAT.

I JUST WANT TO MAKE SURE THAT WE'RE ALL SEEING AND UNDERSTANDING THE SAME MATERIALS, AND THAT WHAT WE UNDERSTAND THEN BECOMES WHAT WE EDUCATE OUR COMMUNITY WITH AS WELL.

WHEN I TALK TO PEOPLE ABOUT TITLE VI, THERE'S NOT AN UNDERSTANDING OF HOW -- WHAT OUR POLICIES DEFINE AND EXPLAIN TO THE COMMUNITY.

>> YES.

>> AND, YOU KNOW, I KNOW IT'S COMPLICATED.

AND I KNOW THAT IT TAKES MORE TIME.

BUT I THINK IT'S GOING TO BE REALLY IMPORTANT OVER TIME, AS OUR SERVICE CHANGES, THAT PEOPLE REALLY UNDERSTAND WHAT WE'RE TRYING TO FIND OUT AND HOW COMMUNITY IS EMPOWERED TO COMMENT AND CREATE CONSTRUCTIVE CHANGE.

>> I CANNOT AGREE MORE.

I THINK WHAT WE'RE TRYING TO HIGHLIGHT HERE IS THAT WE HAVE A LAW.

WE HAVE A POLICY.

AND THEN WE HAVE THE APPLICATION OF THE POLICY.

AND HOW MEANINGFULLY WE APPLY THEM.

THAT IS THE BASIS OF THIS DISCUSSION AS I SEE IT.

AND THE GREATER TRANSPARENCY WE HAVE AROUND THAT, TO ME, THAT'S THE GOAL.

SO WE'LL BE HAPPY TO CARRY ON ANY DISCUSSIONS THAT YOU THINK -- ANY EDUCATIONAL OPPORTUNITIES TO HEAR FROM THE COMMUNITY THAT'S RECEIVING THAT, AND US, WE ARE APPLYING THAT POLICY.

WOULD BE HAPPY TO HAVE MORE DISCUSSIONS ON THAT.

>> THANK YOU, VICE CHAIR.

I THINK IT MIGHT BE GOOD FOR US TO HAVE A WORKSHOP -- WORK SESSION ONE DAY WHEN WE CAN JUST SPEND A LITTLE TIME KICKING THIS AROUND, BECAUSE TITLE VI, FROM A FEDERAL POLICY STANDPOINT, IS SOMEWHAT ARCANE.

AND DESPITE MY BEST EFFORTS TO FEEL LIKE I'VE GOT MY HEAD WRAPPED AROUND THE TECHNICALITIES OF IT AS A LAWYER EVEN, I FIND THAT DIFFICULT.

BUT I THINK AS A BOARD, WE'RE PROBABLY PRETTY UNITED ON THE IDEA THAT WE WANT TO BE SURE THAT WE'RE DOING THE RIGHT THING IN TERMS OF THE APPLICATION.

AND SO UNDERSTANDING WHAT'S REQUIRED, AND UNDERSTANDING WHAT IN FACT WE HAVE DONE WOULD BE SOMETHING THAT WOULD BE TIME WELL SPENT, IT SEEMS TO ME.

MS. JOSEPH SAID THAT I ACKNOWLEDGE DISPARATE IMPACT, BACK WHEN WE WERE TALKING ABOUT CAP REMAP.

THAT'S NOT THE CASE.

WHAT I SAID THEN HAD TO DO WITH THE FACT THAT WE WERE CERTAINLY TAKING AWAY -- MOVING ROUTES.

AND THAT ADDED IMPACT ON PEOPLE WHOSE ROUTES GOT MOVED.

AND THAT THEY HAD TO FIND A DIFFERENT PLACE TO GO.

BUT IN THE TOTALITY OF CIRCUMSTANCES, I FELT THEN AS I FEEL NOW, THAT WE DID OUR BEST TO INCREASE OVERALL THE QUALITY AND QUANTITY OF SERVICE DURING THAT TIME PERIOD.

BUT THOSE ARE THINGS THAT WE HAVE TO BE SURE THAT WE UNDERSTAND WHAT WE'RE DOING AND THE IMPACT OF WHAT WE'RE DOING.  
AND SO I THINK IT MIGHT BEHOOVE US AS A BOARD, PARTICULARLY AS WE GET NEW MEMBERS, TO SPEND SOME TIME JUST COMMITTING OURSELVES TO UNDERSTANDING BETTER WHAT WE DO AND HOW WE DO IT, AND WHAT THE RULES ARE.  
SO THAT'S SOMETHING, MAYBE, FOR A FUTURE WORK SESSION WHERE WE CAN SPEND SOME TIME ASKING QUESTIONS AND GETTING TO A DEEPER LEVEL OF UNDERSTANDING. NOT JUST ON ROUTES, BUT ALL THAT WE HAVE TO DO THAT IMPACTS THE MINORITY AND LOW-INCOME COMMUNITIES IN OUR REGION.

SO, THANK YOU FOR THAT.

SO, WE HAVE A MOTION AND A SECOND.

COMMENT?

>> YES.

I'LL JUST ADD THAT THE CONVERSATION ALSO AROUND THE ADVISORY COMMITTEES -- YOU KNOW, I JUST FIND IT INTERESTING AS THE CapMetro BOARD MEMBER FOR THE AUSTIN TRANSIT PARTNERSHIP, AND I DON'T KNOW IF IT'S BECAUSE IT'S THE NEW SPLASHY THING IN AUSTIN, BUT SO MANY PEOPLE APPLIED FOR SERVING ON THE TECHNICAL ADVISORY COMMITTEES AND THE COMMUNITY ADVISORY COMMITTEE AS WELL.

THE CITY OF AUSTIN AS A WHOLE -- I CAN'T EVEN, YOU KNOW -- COUNCIL MEMBER POOL AND COUNCILMEMBER KITCHEN, I DON'T KNOW -- 60 PLUS BOARDS AND COMMISSIONS THAT EACH HAVE TO HAVE A MEMBER APPOINTED BY A MEMBER OF THE CITY OF AUSTIN.

SO YOU'RE LOOKING AT 11 PER BOARD AND COMMISSION.

WHEN I FIRST CAME ON CapMetro BOARD OF DIRECTORS IN DECEMBER OF 2018, I WAS NOT EVEN AWARE THAT THERE WERE -- THERE WAS AN ACCESS ADVISORY COMMITTEE OR A COMMUNITY SERVICE ADVISORY COMMITTEE.

I THINK PART OF THE ISSUE IS THAT WE NEED TO, I THINK, FIGURE OUT -- CapMetro NEEDS TO FIGURE OUT HOW TO DO A BETTER JOB AT ADVERTISING, MARKETING THESE COMMITTEES AS A WAY OF BEING INVOLVED WITHIN THE COMMUNITY.

I'VE HEARD IT MENTIONED FROM THIS DAIS BEFORE.

ION WHAT THE SOLUTION -- I DON'T KNOW WHAT THE SOLUTION IS.

COVID KICKED US A LITTLE BIT ON THIS ONE.

BUT I WOULD LIKE TO SEE IF THERE'S A WAY THAT WE CAN GET THOSE MEETINGS ONLINE, OR AT LEAST AN ARCHIVE OF THOSE MEETINGS.

I THINK THAT WOULD GO A LONG WAY FOR PEOPLE TO SEE, WHAT AM I GETTING MYSELF INTO.

WHAT DO THESE ORGANIZATIONS TALK ABOUT?

AND THEN I THINK IT WOULD BE A WAY TO GET SOME MORE MEANINGFUL CONVERSATION AROUND SOME OF THESE ISSUES, BECAUSE I THINK WHEN YOU HAVE THE CONVERSATION, GETTING BEYOND THIS DAIS TO THE NEXT LEVEL, IT'S NO DIFFERENT THAN WHAT WE SEE WITHIN THE COMMUNITY AND OTHER PLACES THAT THIS IS IMPORTANT.

IT'S IMPORTANT AND THERE'S VERY MUCH A GREAT TECHNICAL LEVEL OF EXPERTISE AND

VERY MUCH IN THE WEEDS WHEN YOU'RE TALKING TITLE VI, IS WHAT CHAIRMAN COOPER WAS SAYING.

BUT THERE'S THAT OTHER ASPECT OF IT.

I AGREE WITH VICE CHAIRMAN TRAVILLION ON THAT.

A LOT OF IT IS WE NEED TO MAKE SURE THAT WE HAVE ANOTHER LAYER OUT THERE THAT'S WILLING TO BOTH UNDERSTAND IT BUT THEN ALSO TALK ABOUT AND ENGAGE IN THESE ISSUES.

AND I THINK THAT WE CAN LEVERAGE OUR COMMITTEES MORE EFFECTIVELY IF WE HAVE THOSE -- THAT INVOLVEMENT, AND IF THE COMMUNITY IS AWARE THAT IT'S OUT THERE AND THOSE COMMITTEES ARE A PLACE THAT WE CAN HAVE THOSE CONVERSATIONS.

>> MEMBER KITCHEN.

>> YES.

THANK YOU.

I AGREE.

THAT'S WHY I RAISED THE ISSUE OF THESE COMMITTEES.

AND I DO THINK THAT IT IS IMPORTANT THAT THEY BE AVAILABLE FOR PEOPLE TO WATCH LIVE, OR A RECORDING.

I THINK THAT'S ESSENTIAL.

SO I THINK WE NEED TO WORK TOWARDS THAT.

AND PRESIDENT CLARK, WHATEVER THE APPROPRIATE WAY IS TO DO THAT, IF Y'ALL COULD WORK TOWARDS THAT.

I ALSO THINK IT WOULD BE IMPORTANT FOR US TO -- EACH OF US BEAR RESPONSIBILITY FOR THIS.

AND I'LL DO MY PART TO LOOK AT THE COMPOSITION OF THOSE COMMITTEES TO MAKE SURE THEY'RE MORE REPRESENTATIVE.

AND FINALLY I THINK IT WOULD BE INTERESTING TO AT LEAST INVITE THE CHAIRS OF THOSE COMMITTEES TO MAKE THEIR REPORTS TO US.

I CERTAINLY APPRECIATE THE REPORTS THAT WE'RE RECEIVING.

WE'RE GETTING GOOD, SOLID REPORTS.

BUT HAVING THE CHAIR OF THOSE COMMITTEES BE OFFERED THE OPPORTUNITY, IF THEY WERE WANTING TO OR WERE AVAILABLE TO ACTUALLY SPEAK DIRECTLY TO US.

AND I KNOW OVER THE YEARS, JUST FROM TIME TO TIME THAT'S OCCURRED, BUT IT DOESN'T OCCUR ON A REGULAR BASIS.

AND I THINK THAT WOULD ALSO MAKE THE CONNECTION AND DEMONSTRATE TO THE PUBLIC THE IMPORTANCE OF THOSE COMMITTEES AND THE FACT THAT THEY ARE HEARD, SO.

>> VICE CHAIR.

>> I'VE ALREADY SPOKEN ONCE, SO I'LL WAIT UNTIL AFTER COUNCILMEMBER POOL SPEAKS.

>> THANKS, COMMISSIONER TRAVILLION.

I WANTED TO ECHO THE COMMENTS, AND ESPECIALLY THANK BOARD MEMBER STRATTON FOR BRINGING UP THE POINTS ABOUT THE COMMITTEES FOR SURE.

I DO THINK -- I SEE OUR COMMITTEE APPOINTMENTS AS AMBASSADORS INTO THE COMMUNITY.

AND THEY HELP WITH THE CONNECTION BETWEEN THE PUBLIC AND US, UNDERSTANDING WHAT'S GOING ON, BRINGING CONCERNS TO US, FILTERING INFORMATION BACK.

IT'S A REALLY GREAT LAYER OF ASSISTANCE, BOTH INCOMING AND OUTGOING. I'M LOOKING AT THE APPOINTMENTS OUT OF -- THAT I'M RESPONSIBLE FOR, I THINK THERE ARE TWO.

AND MY TEAM AND I JUST DISCOVERED THAT WE HAD THOSE -- [ CHUCKLING ] -- APPOINTMENTS TO MAKE.

I WAS GLAD TO FIND THAT OUT.

WE'RE LOOKING AT WHO IS BEING RECOMMENDED AND LOOKING AT, KIND OF, THE DIVERSITY OF EXPERIENCE AND AGE, AND RACIAL ETHNICITY, AND THE WHOLE PACKAGE TO BUILD A REALLY GOOD CROSS-SECTION OF FOLKS WHO ARE PART OF OUR CITIZEN ADVISORY, CUSTOMER SERVICE ADVISORY.

AND TELL ME THE NAME OF THE -- ACCESS, ESPECIALLY, DISABILITY ACCESS ADVISORY COMMITTEE IS REALLY IMPORTANT.

SO, I COMPLETELY ENDORSE THE SENTIMENTS THAT EVERYBODY IS OFFERING HERE, AND THINK WE CAN MAYBE TAKE CapMetro AND PROJECT CONNECT TO ANOTHER LEVEL OF COMMUNITY INVOLVEMENT BY THE FOLKS THAT WE SELECT AND APPOINT ONTO THESE COMMITTEES, AND THEN OUR RELIANCE ON THEM AND HAVE THEM BE MAYBE SOME KIND OF ACTIVE PARTICIPANT IN THE BOARD MEETINGS.

SOUNDS GOOD TO ME.

>> I THINK ASHLEY HAD A COMMUNITY.

>> QUICK UPDATE, STAFF HAS BEEN OF BEEN EXPLORING ABOUT RECORDING THE MEETINGS.

THAT'S NOT THEIR WISH.

THEIR WISH IS TO POST THE MINUTES.

WE'LL CONTINUE TO WORK WITH THEM.

THEY ARE POSTING MINUTES ONLINE, BUT THEY DON'T RECORD.

>> I DON'T . . .

>> THEY'RE NOT REQUIRED TO UNDER OPEN MEETINGS, UNLIKE CITY --

>> CHAIR.

>> VICE CHAIR.

>> I THINK THAT WALKS RIGHT INTO WHAT I WANTED TO SAY.

WE REALLY, AS A BOARD, HAVE TO UNDERSTAND THE GRAVITY OF THIS MOMENT.

AND THAT IS THAT WE ARE A DEEP SOUTHERN CITY.

AND WE HAVE NOT ALWAYS BEEN AS OPEN AS WE COULD HAVE BEEN HISTORICALLY.

I WAS AROUND FOR THE '99 VOTE WHEN WE LOST LIGHT RAIL BY ONE TENTH OF 1% AND WE LOST THAT ONE TENTH OF 1% BECAUSE WE CHOSE NOT TO COMMUNICATE WITH THE ENTIRE COMMUNITY.

WE CHOSE NOT TO GET INVOLVED IN PLACES THAT WE WEREN'T NORMALLY INVOLVED IN.

I HAVE TALKED TO RANDY.

I'VE TALKED TO THE CHAIR ABOUT THIS A NUMBER OF TIMES.

AND COUNCILMEMBER KITCHEN AND I HAVE TALKED DIRECTLY ABOUT THESE ISSUES.

AND WE'VE CHALLENGED EACH OTHER.  
AND WE'VE CHALLENGED RANDY IN A LOT OF WAYS TO HELP US ADDRESS THE NEEDS  
AND UNDERSTANDING OF THE COMMUNITY.  
AND I CAN SAY THAT RANDY HAS SHOWN A PROFESSIONALISM.  
AND HE HAS SHOWN AN INTEREST IN WORKING ON AREAS, WORKING IN AREAS THAT  
HISTORICALLY WE HAVEN'T WORKED IN.  
BUT IT'S SOMETHING THAT HAS GOT TO BE DEMONSTRATED TIME AND TIME AGAIN,  
BECAUSE HISTORICALLY A LOT OF OUR COMMUNITIES, THEIR INTERESTS WERE NOT  
CONSIDERED AS WE BUILT A SYSTEM OF PUBLIC TRANSIT.  
AND IT NOW FALLS UPON US TO TAKE THE GREAT WAVE OF HISTORY AND APPLY THE  
LESSONS THAT WE SHOULD HAVE LEARNED TO HOW WE MOVE FORWARD SO THAT WE  
WILL SIT DOWN AS A TEAM INTERNALLY AND PARSE THROUGH OUR UNDERSTANDING OF  
TITLE VI.  
AND WE WILL EXPRESS THAT UNDERSTANDING TO THE COMMUNITY AT LARGE.  
THAT WE WILL TAKE TIME TO MAKE SURE THAT WE REACH OUT TO THE ENTIRE  
COMMUNITY.  
BECAUSE WHILE ATP IS A NEW, BRIGHT, SHINY THING, THE WORK THAT WE HAVE TO DO  
TOGETHER IS SIGNIFICANT.  
IT'S FUNDAMENTAL.  
AND WE'VE GOT TO TIE THE TWO TOGETHER SO THAT THE BRIGHT, SHINY THING PULLS  
THE REST OF IT WITH IT.  
YOU KNOW, THIS REALLY IS A MOMENT WHERE WE HAVE AN OPPORTUNITY TO DO  
THINGS THAT HAVE BEEN BEEN DONE.  
IT'S NOT OUR FAULT THAT THEY WEREN'T DONE, BUT IT IS OUR OPPORTUNITY TO FIX  
SOME OF THOSE THINGS.  
SO, I AM PLEASED WITH OF THE PROFESSIONALISM OF STAFF, WITH THE STAFF THAT HAS  
BEEN BROUGHT IN, WITH YOUR UNDERSTANDING OF WHAT TRANSPORTATION IS AND  
CAN BE, BUT IT DOES TAKE WORKING WITH THE COMMUNITY TO MAKE SURE THAT WE  
ADDRESS THE NEEDS OF THE COMMUNITY AS EXPRESSED BY THE COMMUNITY,  
PARTICULARLY THOSE FOLKS WHO USE THE BUS BECAUSE THEY CAN'T AFFORD A CAR.  
SO IT'S OUR CHALLENGE.  
AND I CAN SAY PUBLICLY THAT I TRUST MY COLLEAGUES.  
AND I TRUST OUR TEAM TO ADDRESS THESE ISSUES.  
AND I WILL JUST ASK YOU TO CONTINUE TO PROVE ME RIGHT.  
[ CHUCKLING ]  
>> WELL-SAID, VICE CHAIR.  
MEMBER KITCHEN AND I WANT TO REMIND FOLKS, I THINK WE'RE GOING TO LOSE  
QUORUM AT 2:00.  
>> I'D JUST LIKE TO MAKE -- YOU KNOW, FOR FURTHER FOLLOWUP, I THINK THAT OUR  
COMMITTEES HAVE TO BE PUBLIC.  
I DON'T THINK THIS IS A CHOICE ON WHETHER OR NOT THEY ARE PUBLIC.  
SO IT SOUNDS LIKE WE MAY NEED SOME MORE CONVERSATION WITH THE MEMBERS OF  
OUR COMMITTEES JUST TO TALK TO THEM ABOUT THE IMPORTANCE OF THIS.  
AND I WILL BE HAPPY TO FOLLOW UP WITH THE APPROPRIATE PERSON AFTERWARDS

AND HAPPY TO HAVE THAT CONVERSATION WITH THOSE COMMITTEES, BUT THEIR ROLE IS VERY IMPORTANT AND CRITICAL.

AND THAT ROLE INCLUDES BEING A VOICE FOR THE COMMUNITY, WHICH INCLUDES TRANSPARENCY.

SO, I WILL JUST PUT A PIN IN THAT RIGHT THERE AND FOLLOW UP WITH YOU ON THE APPROPRIATE WAY TO PROCEED WITH THAT.

>> OTHER QUESTIONS OR COMMENTS?

WE HAVE -- IF I REMEMBER RIGHT, WE HAVE A MOTION AND A SECOND ON ACTION ITEM NUMBER 4.

SO, ANY OTHER DISCUSSION BEFORE WE VOTE?

HEARING NONE, THEN, ALL IN FAVOR OF THE MOTION TO APPROVE THE -- OR ADOPTING THE REVISED TITLE VI POLICIES AND APPROVING TITLE VI SERVICE MONITORING RESULTS AND APPROVAL OF SUBMISSION OF THE TRIENNIAL TITLE VI PROGRAM UPDATE TO THE FEDERAL TRANSIT ADMINISTRATION, PLEASE INDICATE BY SAYING AYE.

AYE.

ANY OPPOSED NAY?

MOTION CARRIES 5-0.

THANK YOU.

OUR NEXT ACTION ITEM IS NUMBER 5, APPROVAL OF A RESOLUTION AUTHORIZING THE PRESIDENT AND CEO OR HIS DESIGNEE TO FINALIZE AND EXECUTE A CONTRACT FOR BENEFITS COMPENSATION AND RETIREMENT CONSULTING SERVICES WITH GALLAGHER BENEFITS, INC., NOT TO EXCEED \$953,400.

DONNA WILL DO THAT, BUT LET ME SAY THANK YOU TO SHARMILLA FOR ALL THE WORK AND THE PRESENTATION OF THE LAST ITEM.

WE'RE GRATEFUL FOR THAT.

>> OUR TEAM -- THANK THEM -- PROJECT MANAGER.

[ OFF MIC ]

>> MR. DEETER, THANK YOU AS WELL.

WE'LL LOOK FORWARD TO SETTING UP A WORK SESSION TO SPEND SOME TIME CHATTING ABOUT THESE ISSUES IN GREATER DETAIL.

ALL RIGHT, DONNA.

>> GOOD AFTERNOON, CHAIRMAN COOPER, I'M DONNA SIMMONS, EXECUTIVE VICE PRESIDENT OF ADMINISTRATION AND OUR DIVERSITY, EQUITY, AND INCLUSION OFFICER. THE ITEM BEFORE YOU IS TO APPROVE A CONTRACT TO GALLAGHER BENEFITS SERVICES IN THE AMOUNT OF \$953,000 TO COVER A BASE PERIOD OF TWO YEARS AND FOUR ONE-YEAR OPTIONS.

THIS IS A CONTRACT THAT WE'VE HAD IN PLACE FOR QUITE A NUMBER OF YEARS.

UNDER THIS CONTRACT WE RECEIVE CONSULTING SERVICES RELATED TO OUR BENEFITS AND COMPENSATION PROGRAMS, WHICH INCLUDES ASSISTING US EVERY COUPLE OF YEARS TO ENSURE COMPENSATION IS REMAINING COMPETITIVE WITH THE MARKET. THEY ALSO ASSIST WITH OUR BENEFIT PROGRAMS, ATTEND RETIREMENT COMMITTEE MEETINGS, PROVIDE MINUTES FROM THOSE MEETINGS, PROVIDE CONSULTATION AT THEM WHEN THERE ARE QUESTIONS FROM STAFF.

THEY ASSIST US WITH ENSURING THAT THE CONTRACTORS THAT WE USE FOR THOSE

BENEFITS, SUCH AS OUR ADMINISTRATION OF OUR RETIREMENT PLAN, ADMINISTRATION OF OUR HEALTH PLAN, ARE ABIDING BY THOSE CONTRACTS.

THEY PROVIDE ACTUARIAL SERVICES TO US RELATED TO THOSE CONTRACTS.

WE ISSUED A REQUEST FOR PROPOSAL FOR THESE SERVICES BECAUSE THE CONTRACT WITH GALLAGHER COMES TO AN END IN AUGUST.

AS A RESULT OF THAT RFP PROCESS, WE ARE MAKING THE RECOMMENDATION TO AWARD THAT CONTRACT TO GALLAGHER BENEFITS SERVICES, FOR THE TWO-YEAR BASE AND FOUR ONE-YEAR OPTION PERIODS.

THERE WAS NOT AN SBE GOAL SET FOR THIS CONTRACT BECAUSE THERE'S VERY LIMITED SUBCONTRACTING OPPORTUNITIES.

HOWEVER, WE DO SOMETIMES ASK GALLAGHER TO PERFORM SPECIAL SERVICES FOR US RELATED TO OUR COMP AND BENEFIT PROGRAMS.

AND IN TALKING WITH THEM THEY HAVE AGREED WHEN THOSE COME UP, WE WILL LOOK FOR POTENTIAL OPPORTUNITIES THAT SMALL BUSINESS OR MINORITY BUSINESS FIRMS MAY BE ABLE TO PARTICIPATE IN.

AND I'LL BE HAPPY TO ANSWER ANY QUESTIONS.

>> QUESTIONS FOR MS. SIMMONS?

CHAIR WILL ENTERTAIN A MOTION WITH RESPECT TO ITEM 5.

MOTION FROM MEMBER STRATTON, SECOND FROM VICE CHAIR.

ANY DISCUSSION?

HEARING NONE THEN, ALL IN FAVOR PLEASE SAY AYE.

OPPOSED NAY.

MOTION CARRIES 5-0.

THANK YOU, DONNA.

OUR FINAL ACTION ITEM IS APPROVAL OF A RESOLUTION APPOINTING CATHERINE WALKER, CHIEF FINANCIAL AND RISK OFFICER TO THE CapMetro INVESTMENT COMMITTEE AS AN INVESTMENT OFFICER WITH THE AUTHORIZATION TO WITHDRAW, INVEST, REINVEST AND ACCEPT PAYMENT WITH INTEREST CONSISTENT WITH THE INVESTMENT POLICY.

MS. RENSHAW, WELCOME.

>> I'M SUSAN, COMPTROLLER, ASKING APPROVAL OF RESOLUTION APPOINTING CATHERINE WALKER TO THE CapMetro INVESTMENT COMMITTEE.

AS AN INVESTMENT OFFICER WITH THE AUTHORIZATION TO WITHDRAW, INVEST, REINVEST, AND ACCEPT PAYMENT WITH INTEREST, CONSISTENT WITH THE CapMetro INVESTMENT POLICY.

MOST OF YOU ARE AWARE OF OUR INVESTMENT POLICY, AS WE APPEAR BEFORE YOU ANNUALLY TO ASK YOU TO REVIEW AND APPROVE THE POLICY.

OUR POLICY IS IN COMPLIANCE WITH THE PUBLIC FUNDS INVESTMENT ACT AND PER THE POLICY, THE BOARD NEEDS TO DESIGNATE IN WRITING THE CAPITAL METRO PERSONNEL THAT SERVE AS INVESTMENT OFFICERS WITH THE AUTHORIZATION TO INVEST ON BEHALF OF CapMetro.

[ CLEARING THROAT ]

DECISIONS ON HOW TO INVEST CAPITAL METRO FUNDS ARE MADE WITH THE ADVICE OF OUR INVESTMENT ADVISORY FIRM, WHO IS CURRENTLY PFM, AND WITH THE

CONCURRENCE OF THE INVESTMENT COMMITTEE.

OUR FORMER CFO RECENTLY RETIRED.

SHE WAS AN INVESTMENT COMMITTEE OFFICER.

SO WE WOULD LIKE TO APPOINT OUR NEW CHIEF FINANCIAL AND RISK OFFICER,  
CATHERINE WALKER.

DOES ANYONE HAVE ANY QUESTIONS ABOUT THIS RESOLUTION?

>> QUESTIONS?

MEMBER POOL.

>> NOT ABOUT THIS SPECIFICALLY, BUT ABOUT THE RETIREMENT SYSTEM GENERALLY.

I WOULD INTERESTED TO KNOW HOW THE COMMITTEE WORKS AND INVESTMENTS AND  
WHAT THE EXPERIENCE RATING IS.

I'M ON THE CITY OF AUSTIN EMPLOYEES RETIREMENT SYSTEM.

I'M A TRUSTEE OF THAT BOARD.

I KNOW HOW COMPLICATED THOSE DECISIONS CAN BE, HAVING MADE THEM ON BEHALF  
OF THE CITY OF AUSTIN EMPLOYEES.

SO I HAVE JUST KIND OF A PROFESSIONAL INTEREST IN THAT TOPIC AND WOULD  
BE -- WOULD LIKE TO GET BRIEFING.

THAT WOULD BE GREAT.

THANKS.

AND I DO THINK THAT IT'S WISE TO PUT SOMEBODY WITH FINANCIAL BACKING, CFO  
SOUNDS LIKE A GOOD SKILL SET TO PUT ONTO THIS BOARD.

THANKS.

>> THANK YOU.

>> I'D BE HAPPY TO MAKE THE MOTION.

>> WE HAVE A MOTION BY MEMBER POOL, SECOND?

SECOND BY MEMBER STRATTON.

ANY DISCUSSION?

>> A RELUCTANT SECOND.

I WAS HOPING WE MIGHT BE ABLE TO BRING RENET BACK.

>> WE HAVE A MOTION AND A SECOND.

ANY DISCUSSION?

ALL IN FAVOR, PLEASE INDICATE BY SAYING AYE.

AYE.

>> DISCUSSION [ OFF MIC ].

[ LAUGHING ]

>> MOTION CARRIES.

SUSAN, WOULD YOU MIND MAYBE NOW INTRODUCING US TO CATHERINE WALKER  
FORMALLY, AS SHE HAS NOT BEEN BEFORE US?

>> OH, SHE HASN'T.

THIS IS CATHERINE WALKER.

WOULD YOU LIKE TO STAND?

OUR NEW CHIEF FINANCIAL AND RISK OFFICER.

I DON'T KNOW IF YOU WANT TO COME GIVE SOME BACKGROUND.

>> SHE HAS A VERY IMPRESSIVE BACKGROUND.  
I THINK EVEN MEMBER STRATTON WILL BE PLEASED TO HAVE HER WITH US.  
>> MY NAME IS CATHERINE WALKER.  
I'M OUR NEW CHIEF FINANCIAL AND RISK OFFICER.  
IN THE PAST DECADE, AFTER I COMPLETED MY MBA AT NORTHWESTERN UNIVERSITY IN  
THE FINANCE INDUSTRY AND IN FINANCIAL ROLES, MOST RECENTLY I WAS WITH ZEALOUS  
HEALTHCARE, A PRIVATE EQUITY-BACKED HEALTHCARE TECHNOLOGY COMPANY.  
THE INDUSTRY IS A BIT DIFFERENT FOR ME.  
BUT MONEY, NUMBER, THAT CARRIES FORWARD FROM INDUSTRY TO INDUSTRY.  
SO REALLY EXCITED TO JOIN THE TEAM.  
ON TO -- OPEN TO ANY QUESTIONS YOU MAY HAVE.  
>> MEMBER STRATTON?  
[ LAUGHING ]  
>> SHE CAME FROM HEALTHCARE.  
SHE'LL PASS.  
[ LAUGHING ]  
>> TAKING CARE OF PEOPLE IS TAKING CARE OF PEOPLE, SO WE'RE DELIGHTED TO HAVE  
YOU HERE.  
>> ABSOLUTELY.  
THANK YOU.  
>> IF MEMBER STRATTON GIVES YOU ANY TROUBLE AT ALL, LET ME KNOW.  
[ LAUGHING ]  
>> ALL RIGHT.  
THANK YOU.  
WE'LL MOVE ON, THEN, TO OUR NEXT DISCUSSION ITEM, WHICH IS THE SUSTAINABILITY  
CLIMATE PLAN.  
WELCOME BACK.  
I'M SORRY.  
I'M GOING TO PUT YOU ON HOLD.  
I SKIPPED AN ITEM.  
WE HAVEN'T GOT ENOUGH OF SHARMILLA YET, SO WE'RE GOING TO INVITE HER BACK TO  
TALK ABOUT THE AUGUST 2021 SERVICE CHANGES.  
>> THANK YOU.  
I PROMISE THIS IS MY LAST PRESENTATION FOR THE DAY.  
>> WE'LL BE GLAD TO HAVE AS MANY AS YOU LIKE.  
>> THANK YOU.  
BUT I'M HAPPY TO BE HERE TO TALK ABOUT AUGUST 2021 SERVICE CHANGES.  
AGAIN, I'M SHARMILLA, VP, PLANNING AND DEVELOPMENT AT CapMetro.  
THE WORK WE ARE PRESENTING TODAY, IT IS AGAIN A RESULT OF A LOT OF THOUGHTFUL  
EVALUATION DURING COVID AND OUR LESSONS LEARNED.  
AND THESE ARE OUR TEMPORARY RECOMMENDATIONS.  
AND I SAY TEMPORARY WITH THE CAVEAT THAT WE'RE STILL IN COVID SERVICE  
GUIDELINES AS DESCRIBED BY FTA.  
AS A COMMUNITY, AS WE ARE COMING BACK OUT OF COVID, AS VACCINATION NUMBERS

ARE GOING UP, WE FEEL MORE OPTIMISTIC.

SO THIS SLIDE KIND OF TALKS ABOUT OUR CURRENT CONDITIONS THAT ARE INFLUENCING OUR SERVICE.

A GROWING POSITIVE OUTLOOK IN THE COMMUNITY.

WE HAVE MORE VACCINATED CUSTOMERS IN OUR SERVICE.

WE ALSO HAVE ONE OF THE AREA'S LARGEST EMPLOYERS, THE UNIVERSITY OF TEXAS, AISD, WORKING THROUGH DETAILS ON FALL, TAKING CLOSE ACCOUNT AND MAKING SURE THOSE UPDATES ARE INCORPORATED IN HOW WE WORK THROUGH OUR FALL SERVICE PLAN.

WE HAVE DONE THAT.

AND RESOURCES AND WORKFORCE -- WE WANTED TO MAKE SURE THAT WE -- OUR SERVICES ARE CURRENTLY OPERATING AT READJUSTED AUGUST 2020 COVID LEVELS. AND FUTURE CHANGES ARE DESIGNED TO KIND OF MEET THE DEMANDS IN FALL, BUT ALSO TAKING INTO ACCOUNT THAT THESE ARE STILL TRANSITIONAL TIMES.

AND WE ARE TAKING THE LESSONS LEARNED FROM COVID DURING THIS TIME TO MAKE SURE THAT WE ARE MAKING THE RIGHT CHANGES AS WE COME BACK FOR OUR SPRING SERVICE CHANGE IN 2020.

SO -- SORRY, THE IDEA HERE IS TO TAKE EVERYTHING WE LEARNED THROUGH OUR RECOMMENDATIONS FOR FALL AND COMING BACK TO OUR FORMAL SERVICE CHANGE PROCESS FOR SPRING OF 2020.

SO IN JANUARY 2020 WE'LL BE BACK USING OUR FORMAL SERVICE CHANGE PROCESS, BUT ONE THING OUR CEO HAS REMINDED US OFTEN, AS WE WERE GOING THROUGH THIS, IS WE LEARNED A LOT THROUGH COVID.

OUR OPERATIONS, OUR PLANNING FOLKS LEARNED HOW TO BE EVEN MORE AGILE AND FLEXIBLE.

AND WE WILL TRY TO MAINTAIN THAT OUTLOOK AS WE GO THROUGH.

SO, SYSTEM RIDERSHIP -- WE EXPERIENCED LIGHT GROWTH SINCE MID-MARCH EVERY WEEK.

AND NOW WE ARE STARTING TO SEE STEADY UPTICK FROM EARLY JUNE THAT IS STARTING TO LOOK MORE SIGNIFICANT.

OUR COMMUTER RAIL RIDERSHIP HAS GONE UP.

WEEK DAYS ARE GROWING.

BUT SATURDAY IS DEFINITELY UP.

OUR EXPRESS AND FLIERS -- THE COMMUTER ROUTES ARE STILL DOWN.

HIGH-FREQUENCY AND LOCAL NETWORK, THEY'RE DOWN.

WE'RE AT ABOUT 55% OF OUR PRE-COVID LEVELS.

BUT THEY ARE EXPERIENCING STEADY GROWTH.

UT ROUTES WE EXPECT THAT WE ARE GOING TO SEE SIGNIFICANT CHANGES IN FALL.

AND IT'S DOWN 75%, BUT WE TAKE INTO ACCOUNT OF WHAT'S TO COME WITH VACCINATED STUDENT BASE COMING BACK TO CAMPUS.

OUR LATE NIGHT SERVICE ARE CURRENTLY SUSPENDED.

SO THIS IS OUR CURRENT RIDERSHIP AND HOW WE ARE TAKING THAT INTO OUR FALL SERVICE CHANGE.

SO, OUR COVID LESSONS LEARNED ARE STILL FOCUSED AROUND OUR ESSENTIAL TRIPS

AND HIGHEST AND CONSISTENT ACTIVITY AND DESTINATION GENERATORS.  
TRIP GENERATORS, AND THE MAJOR DESTINATIONS.  
AND HOW OUR CORE NETWORK IS SERVING TO THOSE.  
AND OUR SELECT FREQUENT NETWORK -- SELECT ROUTES IN OUR FREQUENT NETWORK THAT WERE ENHANCED IN AUGUST 2020 TO SUPPORT SOCIAL DISTANCING, WE ARE MAINTAINING THEM AT CURRENT LEVELS AND WE WILL SEE SOME ADDITIONAL RECOMMENDATIONS TO IMPROVE FREQUENCIES ON SOME OF THOSE AS WE ARE TRIGGERING AND HELPING GIVE RECOVERY A HAND AS OUR CUSTOMERS COME BACK TO OUR SYSTEM.  
SO THESE ARE THE RECOMMENDED AUGUST SERVICE LEVELS.  
OUR MOST FREQUENT, HIGH-FREQUENCY NETWORK, MetroRapid, YOU WOULD SEE THE MIDDLE COLUMN WITH OUR CURRENT SERVICE AND IN AUGUST WE ARE KEEPING THAT AND RECOMMENDING SOME ADDITIONAL CHANGES ON THAT.  
AND ALL OF THEM -- THERE ARE NO REDUCTIONS.  
WE ARE ADDING FREQUENCIES ON CERTAIN ROUTES.  
SO OUR MOST FREQUENT -- THE HIGH-FREQUENCY NETWORK AND MetroRapid ARE OPERATING AT PRE-COVID LEVELS PLUS ENHANCED.  
ROUTE 337 WE ARE RECOMMENDING THAT IN AUGUST, WHICH IS CURRENTLY WEEKDAY PEAK, IT'S GOING TO BE DAILY.  
SO WE WILL HAVE CONSISTENT SERVICE THROUGHOUT THE DAY.  
OUR MetroRapid WE WILL RESUME LATE-NIGHT SERVICE AND IMPROVE WEEKDAY EVENINGS, 8:00 TO 10:00 P.M. WE'RE ADJUSTING SERVICE SPAN TO 15 MINUTES.  
OUR REGULAR LOCAL SERVICE CURRENTLY AT PRE-COVID LEVELS BUT IN AUGUST, WE ARE GOING TO ADD ROUTE 392 THAT IMPROVES -- CURRENTLY IT OPERATES AT 45 MINUTES.  
392 WILL IMPROVE TO 30-35 MINUTES.  
AND THIS IS AGAIN -- THESE ARE TEMPORARY RECOMMENDATIONS FOR SERVICE ENHANCEMENTS AS PART OF AUGUST SERVICE CHANGE THAT WE BELIEVE WILL GIVE A HAND AND SUPPORT OUR CORE RIDERSHIP AND BRING NEW RIDERS -- NEW CUSTOMERS BACK INTO OUR SYSTEM.  
OUR COMMUTER ROUTES -- IT'S REMAINING FAIRLY SIMILAR TO OUR CURRENT SERVICE LEVELS.  
A PARTIAL ROUTE 980.  
WE'RE ADDING TRIPS THERE.  
NO CHANGE ON FLIERS, ONLY SELECT TRIPS.  
AND OUR SPECIALS -- UNIVERSITY PICKUP AND NIGHT OWL -- YOU WOULD SEE THE RECOMMENDED CHANGES.  
OUR UNIVERSITY ROUTES ARE ADJUSTED FOR FALL SEMESTER, WHICH WE HAVE CONSISTENTLY DONE.  
WE ARE RESUMING SATURDAY SERVICE ON NORTHEAST ATX AND EAST AUSTIN.  
AND THE NEW SATURDAY SERVICE IS BEING ADDED ON WALNUT CREEK, LEANDER, AND DESSAU, WHICH I WILL TALK ABOUT SEPARATELY.  
WE'RE EXCITED TO INTRODUCE A NEW PICKUP ZONE IN DESSAU WITH SATURDAY SERVICE AS WELL.

WITH THAT, I'M GOING TO TALK ABOUT SOME OF THIS VERY EXCITING CHANGE THAT IS COMING.

AND THESE ARE TO SUPPORT OUR CORE RIDERSHIP AND TO GIVE A HAND AS OUR CUSTOMERS ARE COMING BACK TO OUR SYSTEM.

SO MetroRapid 801 AND 803, PRE-COVID TEN MINUTES.

WE'RE CALLING IT POST-COVID, AUGUST SERVICE LEVELS, WILL REMAIN.

IT'S STILL TRANSITIONAL AS WE ARE MAKING THESE CHANGES.

WE'RE GOING TO CONTINUE TO EVALUATE AND ADOPT AND REVIEW.

AND THEN IN FALL WE'RE GOING TO COME BACK AND REVIEW THE CUMULATIVE IMPACT, OUR OVERALL SERVICES CHANGES, AND THEN WE'LL MAKE ADJUSTMENTS AS NEEDED THROUGH A FORMAL SERVICE CHANGE PROCESS FOR JANUARY.

SO, METRO ROUTE 1, OUR PRE-COVID FREQUENCY IS 30 MINUTES.

POST-COVID IN AUGUST WE ARE RECOMMENDING IMPROVING THAT ALMOST BY TEN MINUTES.

IT'S GOING TO BE 20-30 MINUTES.

ROUTE SEVEN IS 15 MINUTES, GOING TO BE 10-12.

SAME GOES FOR EVEN MORE IMPROVED FOR ROUTE 10, WHICH BECOMES 12-15.

ROUTE 20 IS CURRENTLY 15-MINUTE ROUTE.

IT'S GOING TO BE 10-12.

SAME GOES FOR 300, CURRENTLY 15 IT, WILL BE 10-15.

SO, THOSE ARE OUR HIGHEST RIDERSHIP ROUTES AND THEY RETAIN THEIR RIDERSHIP THROUGH COVID.

AS OUR COMMUNITY IS COMING BACK IN FALL, WE WANT TO MAKE SURE THAT WE SUPPORT -- CONTINUE TO SUPPORT THIS ROUTE -- THESE ROUTES WITH ADDITIONAL FREQUENCIES AND MAKING SURE THAT WE MAINTAIN THE CORE FREQUENCY ON OUR MetroRapid.

THESE ARE THE HIGHLIGHTS OF SERVICE CHANGES.

WE REVIEW AND EVALUATE RIDERSHIP AND SEE WHAT HAPPENS AFTER AUGUST WHEN UT COMES BACK FULL IN SESSION.

WE RESUME FORMAL SERVICE CHANGE PROCESS THIS FALL WITH COVID LESSONS LEARNED.

AND AS I MENTIONED, ONE OF THE LESSONS THAT WE LEARNED IS WE CAN BE VERY FLEXIBLE, AGILE, AND TWEAK OUR SERVICE AS NEEDED BASED ON CHANGED CONDITIONS ON THE GROUND.

AND THEN WE CONTINUE TO EVALUATE OUR SYSTEM AND CONSIDERATIONS ARE IN PREP FOR NEXT YEAR, INTRODUCTION OF NEW EXPO AND PLEASANT VALLEY IN 2023.

SO WITH THAT, I WANT TO TALK A LITTLE BIT ABOUT THE NEW DESSAU PICKUP ZONE.

WE ARE VERY EXCITED TO INTRODUCE THE NEW PICKUP ZONE.

IT'S THE FIRST PROJECT CONNECT SERVICE EXPANSION IN DEMAND RESPONSE AND INNOVATIVE MOBILITY.

THE DONE IS 4.5 MILES.

THANK YOU TO MANY OF OUR BOARD MEMBERS FOR GIVING US COMMENTS AS WE WERE GOING THROUGH OUR SERVICE GUIDELINES FOR PICKUP.

WE TOOK THAT -- WE USED THOSE GUIDELINES VERY THOUGHTFULLY AND WE REVIEWED

THEM AT THIS EARLY PLANNING PROCESS.

WE'LL CONTINUE TO EVALUATE THEM THROUGH FALL.

AND HERE'S A GRAPHIC OF OUR CEO AND OUR VICE CHAIR TRAVILLION ON THE SCREEN.

WITH THAT --

>> AND MY CHIEF OF STAFF, LOUISA.

>> THAT'S RIGHT.

>> SHE WAS THERE FOR THAT RIBBON-CUTTING BECAUSE I WAS OUT OF TOWN.

>> OH, OKAY.

SORRY.

>> SHE'S IN THAT CUTE LITTLE SKIRT.

>> SO ANYWAY, WE ARE VERY HAPPY TO HAVE YOUR REPRESENTATION AT OUR INAUGURATION DAY, JUNE 14TH.

SERVICE BEGAN ON JUNE 15TH.

AS I MENTIONED EARLIER WE'RE VERY EXCITED TO INTRODUCE THIS ZONE WITH SATURDAY SERVICE.

THAT, I BELIEVE, CONCLUDES.

YES.

>> WHY DID THAT SAY JANUARY 2022 IMPLEMENTATION?

>> SO THAT IS -- WE ARE TRYING TO BE VERY LOOKING AHEAD.

IT'S REALLY -- PROBABLY -- I'LL GO BACK AND EXPLAIN THAT.

IN -- SO, IN JANUARY 2022 IS -- THESE NEW DESSAU PICKUP ZONE, IF YOU REFER BACK TO THE PICKUP GUIDELINES THAT WE TAKE SIX MONTHS --

>> YOU REVIEW IT IN SIX MONTHS.

>> WE FINE-TUNE.

SO ANY SERVICE CHARACTERISTICS THAT YOU SEE NOW THAT WOULD BE REVIEWED THROUGH OUR RIDERSHIP COMMENTS, MAYBE COME THROUGH THE APP, WE REVIEW THEM.

WE REVIEW THE DESTINATIONS AND THEN WE TAKE SOME OF THOSE CHARACTERISTICS AND VARIABLES THAT WE DISCUSSED IN THE GUIDELINES AND WE APPLY THEM TO SEE IF THEY STILL HOLD TRUE.

SO I THINK THIS TITLE COULD HAVE NOT BEEN THERE.

BUT I THINK IT'S EFFECTIVE IN REMINDING THAT WE ARE CONTINUING TO TREAT THEM AS INITIAL RECOMMENDATIONS AND WE GO ABOUT TWEAKING THEM AND UPDATING THEM IN JANUARY.

>> OTHER QUESTIONS?

I'M SORRY, GO AHEAD.

>> NO, THAT IS IT.

>> VICE CHAIR.

>> WELL, I APPRECIATE ALL THE WORK THAT HAS BEEN DONE.

WE HAVE TALKED THROUGH, VISITED, TALKED TO PEOPLE, WORKED THROUGH.

AND I THINK THAT WHAT YOU HAVE PUT TOGETHER IS A SIGNIFICANT PORTION OF WHAT THE COMMUNITY IS ASKING FOR.

AND I THINK IT'S GOING TO BE IMPORTANT TO OBSERVE IT OVER A PERIOD OF TIME.

AND MY EXPECTATION IS THAT THIS WILL BE EXTREMELY WELL-USED.

AND I HEAR A SIGNIFICANT AMOUNT OF COMMUNITY SUPPORT.  
AND THEN HOPEFULLY WE CAN SEE WHAT THE RIGHT SIZE OF IT IS OVER TIME.  
SO I THANK YOU AND YOUR TEAM FOR THE WORK THAT YOU HAVE DONE.  
I KNOW THAT IT HAS BEEN A PAINSTAKING PROCESS AND I KNOW THAT YOU'VE  
ANSWERED 5,423 QUESTIONS.  
BUT I APPRECIATE THE WORK THAT YOU'VE DONE.  
>> THANKS GOES TO OUR -- CHAD BALLENTINE AND HIS TEAM.  
THEY HAVE DONE AN EXCEPTIONAL JOB ORGANIZING THIS, GETTING THE RIGHT LEVEL OF  
COMMUNITY OUTREACH TO MAKE SURE WE HAVE THE RIGHT ZONES.  
THANKS FOR ALL YOUR HELP ON THAT AS WELL.  
>> VICE CHAIR.  
I'M SORRY, MEMBER STRATTON.  
>> YOU'RE GIVING ME A PROMOTION THERE.  
I JUST WANTED -- IF YOU COULD BACK UP REAL QUICK, I WANTED TO LOOK AT CAMPING  
OUT ON THE COMMUTER.  
IF YOU COULD GO BACK TO THE SLIDE THAT HAD THE -- ONE MORE.  
YES.  
OKAY.  
>> SORRY.  
>> SO, REMIND ME, FIRST OF ALL, BECAUSE I DON'T REMEMBER IF I CAN PULL IT UP,  
WHICH ROUTE IS THE 980 FOR THE METRO EXPRESS?  
>> THAT'S WHY I'M GOING TO HAVE LAWRENCE SPEAK TO THAT.  
HE WOULD GIVE YOU THE EXACT SEGMENT OF 980.  
>> GOOD AFTERNOON, BOARD.  
I AM LAWRENCE DEETER, PRINCIPAL PLANNER, SHORT-RANGE PLANNING.  
THE 980 IS THE ROUTE THAT OPERATES FROM ROUND ROCK, STOPS AT OUR HOWARD,  
AND NEW LIFE PARK AND RIDES, AND THEN GOES INTO THE MoPac EXPRESS LANES.  
>> OKAY.  
THANK YOU.  
THE ONE QUESTION THAT I'VE GOT -- AND I DON'T KNOW IF WE HAVE AN ANSWER TO  
THIS.  
CLEARLY WE'VE BEEN IN COMMUNICATION WITH AISD AND WITH UT, OUR PARTNERS  
THERE AS WE'RE WORKING OUT OUR SERVICE PLANS AND OUR PROJECTIONS GOING  
FORWARD.  
THERE HAS DEFINITELY BEEN A CHANGE IN COMMUTER PATTERNS BECAUSE OF COVID.  
THERE'S BEEN MORE WORKING FROM HOME.  
BUT IT SOUNDS LIKE THAT SOME COMPANIES, JUST LIKE THE STATE AND UT, ARE COMING  
OUT OF THAT AND ARE GOING TO BE RENEWING IN-PERSON AT LEAST TO SOME -- IN  
SOME CAPACITY.  
I'D BE VERY CURIOUS TO SEE WHAT'S GOING TO HAPPEN WITH THE METRO EXPRESS  
COMMUTER LINES.  
I KNOW WE'VE GOT COMING OUT OF MY NECK OF THE WOODS, OUT OF THE LAKE LINE  
AREA AND LEANDER, BY HAVING THE EXPANSION OF THE METRO RAIL, THAT'S A HUGE  
PLUS.

PRE-COVID, METRO RAIL AND THE METRO EXPRESS LINES WERE BOTH PACKED ALL THE TIME.

SO DEPENDING ON WHAT PART OF DOWNTOWN YOU WERE COMMUTING FROM, YOU MIGHT CHOOSE THE METRO RAIL OR YOU WOULD CHOOSE THE METRO EXPRESS.

DEPENDING ON WHAT TIME YOU NEEDED TO LEAVE DOWNTOWN TO GO HOME, YOU MIGHT GO IN ON METRO RAIL BUT COME HOME ON METRO EXPRESS.

I'D BE VERY CURIOUS TO DETERMINE -- AND I'M WONDERING, IT MAY BE A CHICKEN AND EGG THING.

IF WE MAKE THE SERVICE AVAILABLE, WILL MORE PEOPLE RETURN TO IT?

THAT RIGHT NOW THEY ARE COMMUTING AGAIN, BUT THEY ARE LOOKING AROUND GOING WELL, I CAN'T USE CapMetro ANYMORE, IT'S NOT AN OPTION AT THIS POINT.

VERSUS THOSE PEOPLE WHOSE EMPLOYERS HAVE SAID NO, NO, NO.

AND I'M THINKING LIKE, SAY, FACEBOOK THAT'S SAYING NO, WE AREN'T -- OR GOOGLE.

I THINK IT'S GOOGLE THAT FLAT-OUT SAID WE'RE NOT GOING TO RESUME IN-PERSON DOWNTOWN FOR ANOTHER YEAR, I THINK IT IS.

WHAT DID I SEE, JUNE OF NEXT YEAR, SOMETHING LIKE THAT.

BUT DO YOU HAVE A PULSE ON ANY OF THAT AS TO WHAT IMPACT THIS IS GOING TO HAVE ON THOSE COMMUTER LINES, WHETHER IT'S THE 980 COMING OUT OF ROUND ROCK, THE 987, 985, OR THE OAK KNOLL, THOSE ROUTES COMING OUT OF 183?

KIND OF WHAT Y'ALL WERE SEEING ABOUT THAT.

>> I'M GOING TO START OFF.

AND MY ANSWER WOULD HAVE AN OPTIMISTIC BEND TO THIS.

JUST SEEING WHAT'S HAPPENING WITH METRO RAIL, THAT'S A VERY GOOD COMPARISON TO SOME EXTENT WITH COMMUTER ROUTES.

THE WEEKEND RIDERSHIP, THE RIDERSHIP PATTERNS AND TRENDS SHIFTED THROUGH COVID.

THAT'S THE ENTIRE IDEA OF THIS TRANSITIONAL TIME AND SERVICE CHANGE TO UNDERSTAND THE TRIGGERS.

AND I THINK WE ARE STARTING TO SEE METRO RAIL RIDERSHIP GOING UP.

AND WE BELIEVE IT'S GOING TO HAVE TRICKLE EFFECT TO COMMUTER ROUTES.

BUT THEN AGAIN WE DON'T HAVE ANY CLEAR ANSWERS.

THERE ARE QUITE A FEW DIFFERENT FACTORS INVOLVED.

I THINK DIFFERENT SECTORS ARE GOING TO RESPOND TO WORKING FROM HOME DIFFERENTLY.

TECH VERSUS FINANCE VERSUS TRADITIONAL SECTORS.

SO OUR CEO HAS A LOT OF THOUGHTS ON THAT AND WE ARE OFTEN REMINDED OF OVER-SERVING AS A TRIGGER TO BRING OUR SERVICES BACK.

SO I THINK THIS IS A GOOD POINT WHERE I THINK HE COULD CHIME IN AND GIVE YOU THE BENEFIT.

>> THAT WAS QUITE A SEGUE.

THANK YOU, SHARMILLA.

[ LAUGHING ]

>> MORE ABOUT SERVING, PLEASE.

>> I THINK SHE MEANT IN RELATION TO OVER-SERVING ONE CUSTOMER BASE VERSUS

ANOTHER.

>> THAT'S WHAT I MEANT.

>> BY THE LANGUAGE USE.

THANK YOU, SHARMILLA.

I JUST WANT TO TAKE A SECOND TO THE BOARD AND REALLY FOCUS ON THE FACT THAT IT HAS BEEN A YEAR AND A HALF OF COMPLETE UNCERTAINTY.

>> YES.

>> AND THE TEAM HAS BEEN DOING A FANTASTIC JOB.

SHARMILLA'S PLANNING TEAM, LAWRENCE, ROBERTO AND OTHERS, DOTTIE IN THE OPERATIONS TEAM, OF BEING NIMBLE, FLEXIBLE, AND SAYING HOW DO WE BE RESPONSIVE, ESPECIALLY 100% SINCE DAY ONE, ESPECIALLY TO THOSE INDIVIDUALS THAT ARE THE MOST TRANSIT-RELIANT IN OUR SYSTEM.

AND YOU'LL NOTICE, ACTUALLY, IN SOME OF THESE SERVICE CHANGES, SHARMILLA WENT THROUGH IT RELATIVELY QUICKLY.

WE'VE STILL GOT THREE MORE PRESENTATIONS AFTER THIS.

WE MAY NOT HAVE GOTTEN THE FULL HIGHLIGHT THAT I'LL TAKE A SECOND TO SPOTLIGHT HERE.

IT'S BECAUSE WE DO HAVE THIS LITTLE PERIOD OF TIME WITH COMMUTER BUS, PROBABLY GOING TO TAKE THE LONGEST TO GET BACK TO "NORMAL."

THAT IS A GIVEN.

BUT WITH THAT SAID, WE ARE AN UNBELIEVABLY GROWING REGION.

WE ARE CONFIDENT THE RIDERSHIP HOLISTICALLY IS COMING BACK.

I DON'T THINK ANY OF US QUESTION THAT.

DIFFERENT TYPES WILL GROW BACK AT DIFFERENT PACES.

WEEKEND SERVICE, FOR INSTANCE, HAS ALREADY GROWN BACK PRETTY SIGNIFICANTLY, FASTER THAN SOME OF US WOULD IS ARE THOUGHT -- HAVE THOUGHT.

RAIL RIDERSHIP IS COMING BACK, TO SPECIAL EVENTS IT'S VERY MUCH COMING BACK TO A POINT OF WE ARE MAXING OUT EVERY PIECE OF EQUIPMENT ON SPECIAL EVENT DAYS. BUT THERE'S A COUPLE THINGS I WANT TO HIGHLIGHT ON THAT SLIDE.

SHARMILLA, CAN YOU GO TO THE NEXT -- RIGHT THERE.

GO BACK ONE.

SO, WE'VE HEARD A LOT OF COMMENTS -- PUBLIC COMMENTS AT THIS BOARD RELATED TO A CUP THE DIFFERENT LOCAL ROUTES NOT GETTING ENOUGH SERVICE.

ONE OF THEM IS THE 392.

THE 392 CURRENTLY RUNS AT A 45-MINUTE HEADWAY FREQUENCY, WHICH IS HONESTLY NOT A GREAT FREQUENCY.

AND THE TEAM HAS BEEN ABLE TO GET THAT DOWN TO A FEW RUNS AT 35 MINUTES.

WE'RE GOING TO CONTINUE TO EVALUATE THAT.

THAT IS DEFINITELY A CORRIDOR THAT WE FEEL WILL HAVE SOME LARGER POTENTIAL AS SOME LARGER EMPLOYERS GROW IN THAT AREA.

IT'S A CHALLENGE LIKE ALL ROUTES BECAUSE SOME PARTS OF ROUTES ARE BUSY AND OTHER PARTS ARE NOT.

AND AT THE END OF THE DAY WE HAVE X AMOUNT OF BUSES AND STAFF AND TRYING TO MATCH THOSE UP.

RIGHT NOW STAFFING IS A CHALLENGE.

WE PUBLICLY HAVE TO ACKNOWLEDGE THAT.

THE TEAM IS HIRING.

WE'VE NEVER STOPPED HIRING DURING THE ENTIRE COVID PANDEMIC.

WE ARE TRYING TO RECRUIT AND HIRE.

IT IS JUST A CHALLENGE FROM A HIRING POINT OF VIEW, OVERTIME POINT OF VIEW.

WE ARE DROPPING SERVICE ON A DAILY BASIS FROM HERE AND THERE TRIPS BUT WE ARE

MANAGING THAT AS BEST WE CAN AND THE TEAM IS WORKING TO HAVE A FULL

COMPLEMENT OF STAFF, ESPECIALLY TO GET READY AS MORE SERVICES COME ONLINE.

IF YOU CAN GO TO THE NORTH TEXAS SLIDE -- NEXT SLIDE, SHARMILLA CAPTURED THIS

BUT IT NEEDS MORE EMPHASIS.

THIS IS A SIGNIFICANT BENEFIT OF SERVICE THAT MAYBE IS LOST ON THE AVERAGE

PERSON.

TO GO FROM A LONGER 801 DAY, WHICH IS REALLY IMPORTANT, THAT IS THE MOST

IMPORTANT BUS LINE WE HAVE.

IT MOVES THE MOST AMOUNT OF PEOPLE.

IT IS ALSO THE 801 AND THE 1, IMPROVED FREQUENCY IS THE ORANGE LINE.

THE 20, WHICH IS GOING FROM A 15 TO 10 TO 12, A BIG CHUNK IS THE BLUE LINE.

THE 300 IS A ROUTE THAT IS PROBABLY THE MOST TRANSIT-DEPENDENT AND PROBABLY  
THE ROUTE THAT SHOWS THE LEAST AMOUNT OF RIDERSHIP REDUCTION DURING COVID.

THE STAFF GOT THAT LINE UP TO A TEN-MINUTE FREQUENCY FOR MOST OF THE DAY AND  
WE'RE STICKING WITH THOSE CHANGES.

THOSE INDIVIDUALS -- WE'VE TALKED EARLIER THROUGH THE WHOLE EQUITY ASPECT OF  
OUR PROGRAM.

ALL OF THESE ROUTES ARE VERY SIGNIFICANT BENEFITS TO THOSE THAT ARE VERY  
BUS-DEPENDENT, LOWER-INCOME POPULATIONS, MINORITY POPULATIONS, TO GET A  
HIGHER SERVICE LEVEL.

SO I JUST WANTED TO PUT A FINE POINT ON THAT.

THESE ARE THE ROUTES THAT FOR THE MOST PART ARE GOING TO BE THE GOLD LINE,  
THE BLUE LINE, THE ORANGE LINE.

IT'S WHERE WE NEED THAT SERVICE AND AS YOU SEE ON THE MAP, MOST OF THEM ARE  
ORIENTED TOWARDS THE EAST AUSTIN AND CERTAINLY THE EAST PART OF THE  
NORTH/SOUTH ALIGNMENT.

I JUST WANTED TO PUT A FINE POINT ON KUDOS TO THE TEAM.

THEY ARE SQUEEZING EVERY SINGLE OUNCE OUT OF EVERY SINGLE BUS THAT WE HAVE  
AVAILABLE TO DELIVER THIS SERVICE.

IF WE HAD MORE BUSES, OBVIOUSLY WE COULD DELIVER EVEN MORE SERVICE.

SO AS WE COME BACK OUT OF COVID, WE ARE GOING TO BE REALLY CAREFUL TO SAY  
HOW DO WE GO FROM WHERE WE ARE TODAY TO NINE YEARS WHEN THE ORANGE LINE  
IS ONLINE.

THAT IS A BIG GAP BETWEEN NOW AND THEN.

AND WE'RE GOING TO HAVE TO USE OUR FLEET AND POTENTIALLY GROW OUR FLEET A  
LITTLE BIT TO MANAGE THROUGH THAT.

SO, SORRY, CHAIR, THAT WAS A BIT LONGER, BUT I WANTED TO PUT A SPOTLIGHT ON

THE WORK THE TEAM DID AND THE BENEFITS TO THE COMMUNITY THAT ARE COMING RIGHT OUT OF COVID.

>> THANK YOU, PRESIDENT CLARK.

>> AND I JUST WANTED TO ASK ONE ADDITIONAL QUESTION.

AGAIN, GOING BACK A COUPLE THERE WITH I BELIEVE IT WAS THE PICKUP ZONES.

RESUMING SATURDAY.

I JUST WANTED TO SEE HERE.

AS RHYME READING THAT WITH THE PICKUP ZONES THERE'S GOING TO BE NEW SATURDAY SERVICE FOR THE PICKUP ZONES IN WALNUT CREEK, DESSAU AND ALSO LEANDER WE'RE GOING TO BE DOING BEGINNING IN AUGUST, SATURDAY SERVICE. CORRECT?

>> THAT IS CORRECT.

>> ARE THERE PLANS IN THE WORKS TO WORK IN CONJUNCTION WITH THE CITY OF LEANDER FOR MARKETING AND GETTING THAT INFORMATION OUT THROUGH THEIR SOCIAL MEDIA CHANNELS SO THE FOLKS UP THERE KNOW AS WELL?

>> CORRECT.

IT'S IN THE SAME VEIN OF PROVIDING ADDITIONAL OPPORTUNITIES, KIND OF EXPANDING OUR SERVICE SPAN TO MAKE SURE THAT WE GET MORE RIDERS.

>> EXCELLENT.

I WANT TO ECHO WHAT'S BEEN SAID UP HERE.

YOU ALL HAVE DONE AMAZING YEOMAN'S WORK THROUGH INCREDIBLE CHALLENGES WITH EVERYTHING BETWEEN THIS, I MEAN, AND DOTTIE TRYING TO STAFF IT AND KEEP THE BUSES RUNNING ON TIME.

THIS HAS BEEN AN AMAZING CHALLENGE.

AND WE CAN SEE THE LIGHT AT THE END OF THE PROVERBIAL TUNNEL WE'RE LITERALLY DIGGING, AS IT WERE.

BUT YOU GUYS HAVE DONE AN AMAZING JOB AND THANK YOU FOR THAT.

AND PRESIDENT CLARK, TO YOU, TOO, AND TO WHAT YOU'VE BEEN DOING.

AND KIND OF HIGHLIGHTING THAT.

I THINK THAT PUTS IT ALL INTO GREAT PERSPECTIVE THAT AT THE END OF THE DAY, WE ARE COMING OUT OF THIS WITH EVEN BETTER QUALITY AND FREQUENCY OF SERVICE THAN BEFORE WE ENTERED IT AT A TIME WHEN WE ARE BUILDING OUT EVEN MORE SERVICE WITH THE AUSTIN TRANSIT PARTNERSHIP AND PROJECT CONNECT.

SO, THANK YOU.

>> THANK YOU.

>> THANK YOU, SHARMILLA.

>> NEXT UP, WE'LL HAVE DISCUSSION ITEM NUMBER 3, THE SUSTAINABILITY CLIMATE PLAN.

SORRY FOR THE BUMP.

>> IT'S OKAY.

CHAIRMAN COOPER, PRESIDENT CLARK, BOARD MEMBERS, MY NAME IS ROB BERASKI, SUSTAINABILITY OFFICER FOR CAPITAL METRO.

THANK YOU FOR HAVING ME HERE TO GIVE YOU A PREVIEW OF THE PLANNING EFFORT

THAT WILL BE GOING ON OVER THE NEXT YEAR.

JUST TO PUT IT THIS IN PERSPECTIVE, THIS IS AN ATTEMPT TO FORMALIZE PLANNING EFFORTS.

WE'VE BEEN DOING A LOT OF INFORMAL ACTIVITIES.

THIS WILL BE A FORMAL OPPORTUNITY TO TAKE US TO -- KIND OF CONNECT THE PROGRAMS THAT ARE GOING ON, ALONG WITH CAPITAL METRO AND PROJECT CONNECT AND TAKE US TOWARDS ZERO EMISSION TRANSIT AGENCY.

ALSO TO LEAD US TOWARDS FROM BEING APTA, AMERICAN PUBLIC TRANSIT ASSOCIATION SUSTAINABILITY LEVEL GOLD, TO PLATINUM.

SO THOSE ARE KIND OF THE GOALS OF THIS PROGRAM.

LET'S SEE.

WHY NOW?

BECAUSE WE'RE MOVING FORWARD AS ALL OF YOU HAVE IDENTIFIED.

OUR FLEET PLANS ARE MOVING FORWARD FULL STEAM.

OUR FACILITY PLANS ARE MOVING FULL STEAM.

AND NOW IS THE TIME TO REALLY MAKE SURE THAT SUSTAINABILITY IS INTEGRATED AT THE LEVELS OF PLANNING THAT WE ARE GOING FORWARD WITH.

ALSO, THE FEDERAL TRANSIT ADMINISTRATION JUST RECENTLY ANNOUNCED A NEW PROGRAM CALLED THE SUSTAINABLE TRANSIT FOR A HEALTHY PLANET PROGRAM AND THEY CHALLENGED ALL THE TRANSIT AGENCIES TO PUT FORTH A CLIMATE PLAN BY NEXT EARTH DAY, APRIL 2022.

AGAIN, WE'RE ALREADY WELL ALONG ON THE WAY TOWARDS THAT, SO THAT SHOULDN'T BE A STRETCH FOR US.

HERE'S -- I'M GOING TO GO THROUGH THE PROCESS OVER THE NEXT YEAR TO GIVE YOU AN IDEA OF THIS.

TIMELINE STARTING NOW, A BOARD BRIEFING TODAY.

THE NEXT TIME I'M COME TO YOU WILL BE IN FEBRUARY WITH A FORMAL PLAN FOR Y'ALL TO ADOPT.

BETWEEN NOW AND THEN, WE'LL BE ONBOARDING A CONSULTANT TO HELP WITH IDENTIFYING BEST PRACTICES, COMPARE US TO OTHER PEERS AROUND THE COUNTRY TO MAKE SURE THAT WE'RE ON TRACK FOR MEETING THOSE GOALS.

WE'LL BE IDENTIFYING WORK GROUPS, BOTH INTERNALLY WITH STAFF FROM THE APPROPRIATE STAFF FROM CAPITAL METRO AND FROM ATP TO PUT THIS FORWARD, AS WELL AS AN EXTERNAL TEAM WITH EITHER CITY STAFF, FROM THE OFFICE OF SUSTAINABILITY, WATERSHED, AUSTIN ENERGY, ETC.

WE'LL BE CREATING A VISION PLAN THAT WILL BE A HIGH-LEVEL PLAN THAT WILL BE ADOPTED BY, KIND OF, LED BY THE SENIOR MANAGEMENT TEAM, ADOPTED BY THE BOARD.

BUT AT THE DIVISION LEVEL WE'LL BE HAVING ACTION PLANS.

AND THOSE ACTION PLANS ARE THE ONES THAT ARE GOING TO BE ACTIONABLE, MEASURABLE ACTIVITIES THAT EACH OF OUR DIVISIONS WILL BE PUTTING FORWARD.

ELEMENTS OF THE PLAN, HIGH-LEVEL PLAN, THE SUSTAINABILITY VISION PLAN, CLIMATE LEADERSHIP POLICY, ADOPT, SENIOR MANAGEMENT PLAN WILL GUIDE THAT ADOPTED BY THE BOARD.

WE'LL HAVE INTERNAL ACTION TEAMS.

AND THESE ARE WHERE WE HAVE STRATEGIES, METRICS.

WE'LL HAVE PEOPLE THAT WILL ACTUALLY -- WE'LL HAVE OWNERS FOR EACH OF THESE STRATEGIES AND WE'LL IDENTIFY THE GOALS FOR EACH OF THESE CATEGORIES.

WE'LL HAVE AN ANNUAL REPORT THAT WILL COME BACK TO YOU.

GUIDING THESE, OUR SUSTAINABILITY PLAN, WE'RE NOT DOING THIS IN A VACUUM, BUT WE'LL BE GUIDED BY OUR OWN STRATEGIC PLAN AND OUR STRATEGIC VISION, BY THE APTA SUSTAINABILITY COMMITMENT, WHICH WE WERE A CHARTER MEMBER OF IN 2014 AND HAVE CONTINUED TO GROW IN OUR COMMITMENT THROUGH THAT, THE AUSTIN COMMUNITY CLIMATE PLAN,

THE AUSTIN COMMUNITY CLIMATE PLAN AND THE CLIMATE EQUITY PLAN, WHICH IN THIS WE'VE ALREADY HAD SEVERAL STRATEGIES THAT ARE IN THESE COMMUNITY CLIMATE PLANS THAT WE HAVE ALREADY ADOPTED LIKE THE ELECTRIC BUSES AND PROJECT CONNECT.

ENVISION, SUSTAINABILITY INFRASTRUCTURE FRAMEWORK WHICH GUIDES OUR NON-BUILT ENVIRONMENT, OUR KIND OF PUBLIC WORKS ENVIRONMENT, LINEAR PROJECTS LIKE PARKS AND WATER PROGRAMS AND TRANSIT.

IN THE SAME WAY THAT LEAD AND THE AUSTIN GREEN PROGRAM GUIDE THE BUILDINGS.

AND AGAIN, THE GREEN BUILDING PROGRAM THAT AUSTIN ENERGY HAS PUT FORTH WILL BE PART OF THAT KIND OF HELPING GUIDE US THROUGH THAT.

SO THE STRUCTURE OF THIS THAT WE'LL HAVE A VISION PLAN AND SEVERAL ACTION PLANS.

THESE ACTION PLANS ARE CONSISTENT WITH THOSE FRAMEWORKS LIKE ENVISION AND AUSTIN ENERGY GREEN BUILDING AND APTA SUSTAINABILITY COMMITMENT AND THEY ARE ENERGY AND CLIMATE, SO WE'LL HAVE AN OWNER THAT WILL KIND OF LEAD THOSE STRATEGIES, TRANSPORTATION AND FUEL.

ZERO WASTE.

WATER AND NATURAL WORLD.

ACTIVE TRANSPORTATION.

AND FINANCING AND PROCUREMENT.

NOW WE'VE ALREADY DONE -- STARTED TO IMPLEMENT SEVERAL STRATEGIES THAT WILL HELP TO MEET THESE GOALS BUT, AGAIN, THIS WILL HELP TO FORMALIZE THAT PROCESS. THE PLAN IMPLEMENTATION AND SUPPORT OF THAT PLAN, UM, I'M GOING TO START AT THE TOP.

AT THE TOP LEVEL.

THE BOARD AND THE DIRECTORS WILL ADOPT THE SUSTAINABILITY PLAN.

THE SENIOR MANAGEMENT TEAM IS GOING TO BE TAKING THOSE GOALS AND IDENTIFYING THE GOALS THAT WORK BEST FOR CAPITAL METRO AND PUTTING THOSE FORTH.

SUSTAINABILITY LEADERSHIP COMMITTEE, INTERNAL CAPITAL METRO AND A.P.T. WILL BE GUIDING THOSE SPECIFIC STRATEGIES AND WE'LL HAVE AN EXTERNAL SUSTAINABILITY WORKING GROUP THAT WILL HELP -- WILL BE ABLE TO HELP TO MEASURE AGAINST.

WE'LL HELP TO BRING THE REGIONAL SUSTAINABILITY PARTNERS, OUR PEERS FROM AROUND THE COUNTRY THAT WILL HELP TO IDENTIFY THE BEST PRACTICES. AND THEN WE'LL HAVE AT THE -- AT THE -- AT THE DEPARTMENT LEVEL, THE OFFICE LEVEL, EACH OF OUR BUILDINGS AND OFFICES WILL HAVE GREEN TEAMS AND SUSTAINABILITY COORDINATION THAT WILL HELP TAKE US AND DELIVER THE ACTUAL STRATEGIES.

AGAIN, EACH OF THOSE FOCUS AREAS THAT ARE NOT THINGS THAT ARE NEW TO US. THEY ARE THINGS THAT WE HAVE ALREADY BEEN WORKING ON.

AND THE NEXT TWO SLIDES JUST REMIND YOU OF SOME OF THE THINGS THAT YOU'VE APPROVED THAT WE HAVE PUT FORTH IN THE PROGRAMS AND IN ENERGY AND CLIMATE. WE ARE PING 100% OF OUR -- OUR ELECTRIC ENERGY FROM AUSTIN ENERGY'S GREEN CHOICE PROGRAM.

AND WE HAVE SEVERAL PROGRAMS THAT HAVE ADOPTED LEAD AND AUSTIN GREEN BUILDING REVIEW.

AND ARE IN THE PROCESS OF THAT.

AND OUR TRANSPORTATION FLEET IS WELL ON THE WAY TO BECOMING ZERO EMISSION. IN FACT, WE'VE REDUCED OUR CRITERIA AIR POLLUTANTS BY OVER 60% OVER THE PAST FIVE YEARS BECAUSE OF THE THINGS WE'VE DONE IN OUR ELECTRIC BUSES THAT WILL GO DOWN TO ZERO EMISSION BECAUSE WE PURCHASED GREEN CHOICE ENERGY.

ZERO WASTE, THINGS LIKE RECYCLING OUR BUSES THAT ARE TAKEN OFFLINE AND THOSE ALL BEING DISMANTLED AND RECYCLED IS LEADING ALONG THE WAY TOWARDS THAT. AND OUR WATER AND NATURAL WORLD, THROUGH THE ENVISION SUSTAINABILITY PROGRAM, AND OUR TRAINING FOR THAT.

WE'RE GOING TO BE REALLY FOCUSING IN ON OUR USE OF NATIVE PLANTS AND REGENERATIVE LANDSCAPING TO REDUCE WATER AT ALL OF OUR FACILITIES.

MetroBike AND ACTIVE TRANSPORTATION AND MOBILITY.

FINANCING AND PROCUREMENT.

WE HAVE STARTED IMPLEMENTING GUIDANCE THROUGH OUR PROCUREMENT POLICIES TO GET TO MORE SUSTAINABLE WAYS.

ONE EXAMPLE OF THAT IS IN OUR LANDSCAPING AND BUILDING MAINTENANCE, WE'VE LOOKED AT HOW TO INCLUDE STRATEGIES IN THE STAFF THAT'S DOING THAT.

OUR NEXT STEPS ARE TO ONBOARD THE CONSULTANT TO HELP TO GUIDE THIS PLAN, HELP GUIDE THE PLAN AND HELP FORMALIZE IT, CREATE OUR STAKEHOLDER INTERNAL AND EXTERNAL STAKEHOLDER GROUPS TO GUIDE IT.

AND THEN WE'LL COME BACK TO YOU IN 2022 WITH A VISION THAT WE'RE READY TO ADOPT.

>> Cooper: THANK YOU, ROB.

>> ANY QUESTIONS?

>> Cooper: EXCITED TO SEE THAT.

QUESTIONS, BOARD MEMBERS?

VERY GOOD.

WE'LL LOOK FORWARD TO NEXT STEPS ON THAT.

>> GREAT.

>> Cooper: THANKS A LOT.

GOOD TO SEE YOU AGAIN.

>> GOOD TO SEE Y'ALL.

>> Cooper: COLLEAGUES, UNLESS THERE'S ANY OBJECTION I'M GOING TO SUGGEST THAT WE DEFER THE LAST TWO DISCUSSION ITEMS UNTIL OUR NEXT BOARD MEETING AND END UP WITH THE PRESIDENT'S REPORT.

PRESIDENT CLARKE?

>> THANK YOU CHAIR, THANK YOU A LOT, ROB.

APPRECIATE IT.

A COUPLE OF ITEMS TO WRAP UP TODAY'S MEETING -- THANK YOU FOR BEING HERE TODAY, BOARD MEMBERS.

NUMBER ONE, WOULD BE ON JUNE 11TH, WE HELD MEMORIAL DEDICATION CEREMONIES AT BOTH THIS FACILITY AND AT OUR NORTH OPERATIONS FACILITY. AND THE PURPOSE OF THESE CEREMONIES WAS TO TAKE A MOMENT, REFLECT AND PUT A MEMORIAL TOGETHER FOR ALL THE INDIVIDUALS THAT WORK AT CapMetro THAT WE LOST WHILE THEY WERE IN SERVICE WITH CapMetro AND SERVING THE COMMUNITY. SO WE OBVIOUSLY HAD A FEW INDIVIDUALS DURING THE LAST YEAR, DURING COVID. WE ACTUALLY HAD A COUPLE INDIVIDUALS THAT WERE NOT COVID RELATED, AND IT'S 52 STAFF OVER THE YEARS THAT WERE IN ACTIVE SERVICE.

AND WE WANT TO REALLY JUST SHOW RESPECT TO HOW MUCH THEY'VE PROVIDED TO THE COMMUNITY OVER THE YEARS.

WE HAD TWO -- WE HAD NICE CEREMONIES, CHAIR COOPER, VICE-CHAIR TRAVILLION AND BOARD MEMBER KITCHEN WERE IN ATTENDANCE, AND I APPRECIATE YOUR ATTENDANCE TO THAT.

AND IT WAS NICE TO HAVE SOME FAMILY MEMBERS SHOW UP AND JUST RECOGNIZE THE CONTRIBUTIONS OF THEIR LOVED ONES TO THE COMMUNITY.

THE NEXT PIECE THAT I WANT TO HIGHLIGHT WAS -- AND THIS IS JUST A REALLY POSITIVE PIECE -- WAS DURING THE PANDEMIC, RIGHT -- RIGHT AT THE START OF THE PANDEMIC -- WE REALIZED WE WERE NOT GOING TO BE TRANSPORTING AS MANY PEOPLE WITH OUR ACCESS VEHICLES BUT A LOT OF INDIVIDUALS STILL NEEDED FOOD. AND WE WERE THE FIRST IN COUNTRY IT TO SWITCH TO USING OUR ACCESSIBILITY VEHICLES TO FOOD DELIVERY.

AND WE DID THAT IN PARTNERSHIP WITH H.E.B. AND THE FOOD BANK AND THEN THE PARTNERS KEPT ROLLING AFTER THAT.

WE HAD A WHOLE GROUP -- A GROUP OF PARTNERS AROUND THE COMMUNITY. SO WE KEPT THAT GOING UNTIL ABOUT A WEEK AND A HALF AGO WHERE WE HIT OUR ONE MILLIONTH MEAL DELIVERED AND THAT'S PRETTY REMARKABLE.

ONE, THE NEED THAT WE DELIVERED A MILLION MEALS, BUT JUST THE PARTNERSHIPS COMING TOGETHER TO DO THAT.

OBVIOUSLY, LAST -- WELL, A YEAR AND A HALF AGO WHEN MARCH HAPPENED, NONE OF US KNEW HOW THE SEVERITY WOULD BE AND THE DURATION AND IT SHOWED YOU HOW QUICKLY OUR COMMUNITY CAME TOGETHER.

SO I'M REALLY, REALLY PROUD OF OUR METRO ACCESS TEAM SPECIFICALLY FOR WHAT THEY'VE DONE.

IT'S A LIFELINE TO INDIVIDUALS IN THE COMMUNITY.

SO KUDOS TO THEM.

THE NEXT SLIDE SHOWS JUNETEENTH CELEBRATION.

IT WAS GREAT TO HAVE JUNETEENTH CELEBRATION BACK.

AND LAST YEAR WAS A VIRTUAL PIECE AND FLYING THE FLAG OUTSIDE OF CapMetro HEADQUARTERS AND YOU CAN SEE ON ONE OF THOSE PICTURES, VICE-CHAIR TRAVILLION WAS THERE WITH US.

AND ALSO AUSTIN PARTNERSHIP CHAIR, VERONICA CASTRO DE BARRERA IS IN THE PICTURE AS WELL, AS PART OF THIS TRADITION OF CapMetro INSIDE THE JUNETEENTH PARADE.

BUT A GREAT CELEBRATION AS ALWAYS.

>> Travillion: (INDISCERNIBLE).

>> IT'S A LOT OF CANDY AT THAT PARADE, THAT'S FOR SURE.

THE PICK-UP -- WE TALKED ABOUT THAT.

THAT OFFICIALLY LAUNCHED SO WE'RE LOOKING FORWARD TO GETTING THAT OUT IN THE COMMUNITY AND GROWING THAT SERVICE.

AND THEN, LAST BUT NOT LEAST, I WANTED TO HIGHLIGHT ON FRIDAY CapMetro GOT WORD FROM THE FEDERAL TRANSIT ADMINISTRATION, WE RECEIVED A \$2.9 MILLION LOW AND NO-EMISSIONS GRANT TO THE HELP OF PURCHASE OF ELECTRIC BUSES AND CHARGING EQUIPMENT.

SO THEY DID 49 PROJECTS ACROSS THE COUNTRY AND WE WERE SELECTED.

THAT'S ACTUALLY THREE YEARS STRAIGHT THAT WE WERE SELECTED FOR THE LOW/NO PROGRAM.

SO KUDOS TO ROB, WHO WAS JUST UP AND HAD A BIG ROLE IN THAT AND OUR GRANTS TEAM, SHARMILA AND OUR BUS MAINTENANCE TEAM.

SO ANOTHER GREAT EXAMPLE OF THE TEAMWORK, WE'LL GO AFTER EVERY SINGLE FEDERAL OPPORTUNITY THAT WE CAN GET TO BRING FEDERAL MONEY BACK HERE TO CENTRAL TEXAS TO PROPEL OUR GREAT TRANSIT PROGRAM FORWARD.

SO WITH THAT, CHAIR, I JUST WANT TO AGAIN THANK THE STAFF.

THEY'VE BEEN FANTASTIC.

WE'RE PUSHING THEM.

I HAVE A CERTAIN MEMBER OF THE BOARD THAT TELLS ME ALL THE TIME, ALL GAS, NO BRAKES.

AND THEY'RE GETTING PUSHED AND DOING A GREAT JOB.

AND I HOPE FOR ANY OF THEM LISTENING, IF THEY GET A CHANCE TO HAVE VACATION THIS SUMMER, THEY HAVE A GREAT ENJOYABLE VACATION.

THANK YOU, CHAIR.

>> Cooper: THANK YOU, RANDY.

THANKS AGAIN TO ALL OF THE STAFF FOR THE GOOD WORK THAT'S BEEN DONE HERE, FOR ALL OF OUR DRIVERS AND FRONTLINE PEOPLE FOR DELIVERING THE SERVICES EVERY DAY.

WE'RE PROUD OF YOU, AND I APPRECIATE WHAT YOU DO EVERY DAY.

SO UNLESS THERE'S ANY NEW BUSINESS, WE WILL STAND ADJOURNED AT 2:38.

THANKS, EVERYBODY.