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[Executive session] ¶

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>> Thank you, everyone for your patience.

The board of directors convening after executive session and the time
is 5:11 p.m.

As I said earlier, there were no public speakers signed up to speak today,
at today's meeting so we will move right into our discussion items.

Our first item today the technical advisory committee reports.

And I will start by reading the one from architecture engineering and
construction advisory committee.

>> And let me flip to that.

>> So we had -- we met on February 2nd, 2022.

We had 25 people attending, as we combined both the EAC and the far
committee members.

Our primary agenda items were the road map review, the blue line bridge
update, as well as the ENO center for transportation presentation.

The committee discussion and recommendations are as follows.

The committee reviewed the project timeline through the fall of 2022.

The committee inquired about the financial projections in relation to
the project's timeline.

Mr. Couch emphasized the importance to deliver the program within the
8.75 per my stacks.

The he described moving forward they will describe better the forward

of launching light rail system within the approved plan. Although the attendees pointed out the importance of understanding the cost estimates as they related to the opening of segments and the overall timing, Mr. Couch mentioned the recent award of the risk analysis contract and that they will look at the sequencing as well. They had a kickoff meeting on February 2nd. On regards to costs, a far committee member discussed the higher costs of elevated and subterranean stations, initially as well as in long-term maintenance costs of what it takes to keep elevators, escalators and such in state of good repair TCAC representative echoed that concern as well from an accessibility perspective and wanted to ensure the design teams are also thinking of redundancies. The committee discussed options for routing through the drag and Mr. Mullen described the space as a transit mall and the close collaboration with U. The, that is undergoing. Members of the committee inquired about impacts to existing businesses and Mr. Mullen described that there will be a consultant brought on board to help address the concerns of the businesses, especially in this type corridors. The committee discussed the importance to have an transit program which is currently missing there the list presented by the team. The committee inquired if there the committee established to establish the vehicle manufacturer and Mr. Couch said the discussions are currently being conducted on a one-to-one with Hitachi, bombardier, sadler, Siemens and others. He described the current system as North Carolina that is operating on full battery power, that the team is, that the team is currently studying a and that the streak basis of the sign to be included in the 30 percent design. Regarding to the agenda item for the committee item number 2, the committee discussed the governance and analysis underway with the ENO center for transportation, for which ENO did four elements first ENO representatives gave an overview of the organization, history, and how the research has influenced the delivery of transit and mega projects over the years. ENO discussed the town halls and invited members of the TAC to participate. They discussed the process, transparency aspects and invited questions from the EAC and FAR members present. And they described the deadline for input was set for February 14, which was two days ago. Our future meeting topics are update on vehicle design discussions and advancement. In an update on the lady lay bird bridge study as well as an update on

the Metro Rapid bus shelter design, evolution and procurement.
And that is the end of my report. Do I have any questions from the board?

>> No questions?

No?

Okay.

Dr. Burnette and member Elkins.

No questions?

Okay.

Great.

Moving on to the planning and sustainability, equity and DBE committee.

Dr. Burnette.

>> I think you are muted, Dr. Burnette.

>> One second.

We are trying to fix this.

Tony, is your sound working?

>> Chloe in the interest of time could Veronica give the reports?

>> we hear you.

>> Now we hear you, Dr. Burnett.

>> Okay, great.

Thank you.

The so the planning the sustainable and DBE met on February 23rd, 2022.

We were very quited to have members from the FAR committee, technical advisory committee present at that meeting.

Our agenda items were the blue line bridge update, sustainability, vision plan update, a road map review and we had a Q & A with representation, representatives from ENO.

We -- rob burr you ski from Cap Metro introduced a framework for the Cap Metro sustainability vision plan, and we had a good conversation on the topic and we asked if we had more discussion on that topic to follow in the March meeting as the next step.

The committee would like staff to explore lessoning partnerships with other local government entities.

There was some very specific ones named, such as AISD, for example.

In the sustainability plan to maximize overall community impact and to hear as many voices as possible.

The committee would like to learn more about the procurement aspects of sustainability vision plan, as well as requesting a debrief on the ENO town hall meetings at our next meeting.

On the April agenda is a discussion on the equity goals and metrics possibly on that agenda, if we could work out schedules, and that was the request from the committee.

Thank you, madam chair.

>> Thank you much, chair Burnette.

>> Board member Elkins, finance and risk.

>> Okay.

Great.

Can you hear me all right?

>> We can.

>> Perfect.

>> Thank you.

>> So the finance and risk committee met on February 8th.

We had a packed agenda.

We had seven members of the FAR committee plus ATB staff attending.

So the agenda items were the fiscal '21 preliminary financial report as of September 30th '21, so Diane presented that.

We also had an update on anti-displacement investment funding, status and process as well.

Brian Rivera had a presentation on the status of ATP's cash investments and where we are with respect to investing our cash.

He also went into a discussion on the planned financing, preliminary discussion on financing and I imagine in future FAR meetings we will be having more robust discussions as the plan of financing gets a little more solid and we will have more presentations on that.

Sam Sargent did a presentation on the federal infrastructure bill, what highlights there were for ATP, so that was an interesting discussion.

Vicki had a discussion on the financial risk advisory contract that we awarded last month to Ernst & Young, so talked a little bit about what they are going to be doing, the scope of work and I gave a brief update on where we are with respect to hiring an internal auditor for the board. So the specific recommendations from the committee to be followed up with in the next meeting, which will be in May, ATP needs to expand community messaging about productivity improvements, station upgrades that will impact existing bus ridership.

I think specifically, this is a request to staff, what impacts to existing bus ridership will result, as a result of ATP's work on Project Connect? So if we are changing lane configurations, will that slow buses down? Or so I think those are the type of things that the FAR committee would like an update on.

Also, there was a discussion on roundabouts, if adding roundabouts that have worked in some cities in the United States would have some improvement.

Prior to issuing the RFP for an external investment advisor, ATP needs to have a cost benefit analysis to look at the compensation versus investment returns to determine if it would be more effective to invest in house or hire a consultant to invest through the consultant.

Ernst & Young should incorporate the FAR risk list that was discussed in the November meeting, I think there were ten or 11th risks that were presented in planning and evaluate those risks across ATP, including public perceptions and environmental issues.

There was also two requests for more information on a briefing from the

city housing department, I think that would be -- regarding anti-displacement funding, and grant processes, so we will tee that up in May through Nefertitti, Nefertitti or her department presidents and different debt mechanisms and federal grants available to ATP. So next steps, earns and young will conduct risk workshops and present to the FAR committee this summer and RSM our auditor will present the final audit to the FAR at the May meeting.

Any questions on that?

>> Do we have any questions from the board?

Thank you member Elkins.

Does anyone have any questions?

>> Thank you.

Member Elkins.

>> I think -- no.

You guys are still there.

It went to the slides.

So now we are going to move on to our executive director's report.

Thank you, Mr. Clarke.

>> Thank you, chair.

Two very quick items here.

First one, if you can bring that up, Chloe, when you get a chance.

Thank you.

I want to just acknowledge the great ground breaking we had today, the mayor was on the -- speaking on behalf of ATP and obvious in his role as mayor.

We had Congressman Doggett, lots of other community officials with us today so this is a ground breaking on the Pleasant Valley route.

And it will serve from -- ranch all the way to Mueller or Miller, depending how you want to announce that and a it is going to be a really, really good service, another good, good equitable investment, especially on the Eastside of Austin.

Also, zero emission vehicles so that goes back to our whole sustainability values and how we are moving the program forward.

I just want to thank everyone involved in this.

Incredible staff effort on moving this program forward, I appreciate the city staff, gene and her whole team get us to this point.

This actually I think will lead to future improvement in going lanes and other things jointly has well.

So that is going to be really good.

If everything goes well we are hoping no get the small starts grant by the May time frame on this, so we are working collaboratively with TA, no hiccups or issue, just process and they have been just fantastic to work with.

So I want to make sure we acknowledge today's event.

Another quick information is just a reminder on March 2nd, we will be

having a tri-party work session that is between this board, the Cap Metro board and the city council and the idea is to go through really the upcoming schedule and the design -- and the process to reach kind of consensus on 30 percent design, our environmental impact statement, our segment phasing, how do we actually then move into 23 and start putting our plan in place for construction, and letting contracts and that nature. So really excited for this.

And I appreciate Gina and her team, Dottie has been really the lead on Cap Metro side and Dave on the ATP side.

I think all three staffs are aligned really well to try to talk about things that the staff is really found a lot of consensus on from a technical point of view and lot of community point of view and a few items left that are not devoted to be resolved on March 2nd, but really about identifying and daylighting those topics and the process over the next coming months to get to resolution on those.

And ideally then we can bring a tri-party staff, preliminary recommendation to the community for the -- process that will lead to a final staff recommendation to the three bodies for your consideration. And I hopefully that happens in the late fall time frame.

So that is where we are with that.

And I believe the mayor may even have some conversation about that later so thank you.

>> Thank you, Mr. Clarke.

Any questions?

>> Moving on to our monthly program updates.

First we have the community engagement and involvement update from ATP's director of community engagement, and involvement, Ms. Jackie -- are you here?

>> Yes, I am.

Good afternoon.

>> Good afternoon.

>> My pleasure to bring you the community engagement update for this month.

So where we have been, we had a Metro Rapid community update meeting on February 7th, with 32 participants.

We had an orange line north Guadalupe working group on February 10th with 64 percents.

And last night we had an orange line St. Edward's to Stassney working group meeting with 67 percents, and then of course our advisory groups met this month.

We have already covered those in the report so I will move on to the next slide.

>> So here is our look ahead.

For the CAC our next meet is next week on February 23rd.

Our EAC will be March 2nd.

ESEC March the third and then having a joint CAC and TAC meet and greet opportunity on March the 7th, that will be at plaza Saltillo and really excited about that and that's an opportunity for the committee members to get to know each other later and meet and greet our senior management team with ATP.

We have a blue line metro center working group scheduled for March the eighth.

And then our March CAC meeting is on the 23rd.

And then we have an exciting opportunity for community feedback.

It is our let's talk Project Connect virtual community conversation.

Those are happening March 29 and 31st.

And the whole purpose of these is to allow for a deep dive conversations on subject matters that we have heard a lot of comments and questions on over the year of giving people -- of having meetings with the community and not being able to give people must have time to really dig down into those subjects.

So we will be breaking out into discussion groups.

One will be on traffic issues.

Another will be on 0 connectivity, whether it be bike, ped or bus connectivity.

It could also be the pickup service.

It can be park and ride.

So anything that has to do with connectivity.

We will have another discussion group for environmental issues and the environmental review process, and then finally our partners at the City of Austin's housing, planning and housing department will do a breakout session for folks to dig deep into the anti-displacement strategies and the equity tool.

So we look forward to those, and like with any major community meeting, we always accompany it with an on-line monthlong virtual open house, where the same materials that are discussed in the meetings and opportunities for feedback, so we will have that live for March 29 through April the 8th.

And then we have a slew of spring working group meetings for other areas along the two corridors, the orange and blue lines, including North Lamar, Crestview, which we are hopefully going to do in conjunction with councilmember Leslie Pool's office as a town hall.

The blue line bridge, north line, south line, east riverside, downtown and south Congress and more so we are going to be quite busy getting those scheduled probably there April through May and maybe into June.

There are a couple of issues, I also wanted to discuss, things that we have been working on.

One of those things we have been asked on several occasions, how can we better communicate closing the feedback loop and demonstrating that feedback on our project design is actually being incorporated?

And we are working on getting that up on the website, but I would like to point out some examples ways that community feedback has been incorporated over the last year.

The very first thing I wanted to mention was of course the community advisory committee that was established, the CAC, and that was in response to community feedback and community requests.

Then of course we had our JPA, the community engagement principals included in the joint powers agreement, many were adopted from recommendations by community organizations like puma and Austin justice coalition and those were incorporated into the JPA community engagement section.

Another example, much more specific example on the blue line, in our talks with the community, it became apparent that the River walk condos, which were potentially going to be impacted by the blue line were a community of mixed income residents and there were a lot of concerns about displacement there and our team was able to work with our partners with the city to mitigate that impact and that was a direct result of community feedback.

We also have gotten a lot of feedback from our disability community, and our community design workshops, one example was at the Pleasant Valley community design workshop and so a lot of those comments have been taken into account when we are thinking about a particular, having to go under for a station for subway, that elevators are an issue of concern the disability community, because they often don't work.

They get broken, and so we have to provide multiple ways for people to access our stations.

There were also lots of -- there were also lots of feedback from pedestrians and bicyclists about connectivity and there were several areas where those concerns and comments were incorporated into design. The blue line, for example, which will cross above U.S. 183 to incorporate a new shared use path bridge along with light rail to provide better bicycle and pedestrian connection to the shared use path is being planned by TxDOT along 71 also for frontage road going toward the airport. So that is another example of input from our pedestrian and bicyclist community.

Similarly, we added pedestrian crossings across the transit way in places along the corridors, and in addition to the signalized crossing because there were lots of concerns some of those signalized crossings may be inconvenient or not easy to get to.

Bed concerns in Crestview area led to an aerial option for orange line at Crestview station to reduce traffic conflicts and delays.

The proposal to leverage the Austin State Hospital property on the west side of the north Guadalupe section, rather than impact the Eastside was also driven by community input.

So that is just a sampling of a lot of different ways that the input has

been included and we look forward to daylighting that for our community members via our website as soon as we have the mechanism developed. The other thing I did want to mention while I have the floor is that we are working on an exciting new initiative to connect better with what we call our priority communities, communities basically these are communities who need our services the most and sadly we don't connect with them as often or well as we should, and if we look at the data from our community meetings I mentioned, you know, the virtual option has actually turned out to be a silver lining in the sense that more and more people are participating, but we are still missing the mark with communities of color, low-income communities in some areas of the city, which usually gets more attention when we are able to be out and about. We are starting to do more of that, but we think we need to do better. When we do outreach or when we piggyback on existing meetings, we don't really get the time that we have during our own meetings to really engage and get some deep feedback from the community.

So we are working on a plan now to actually compensate community members who can be our connectors and we took that cue from our partners at the city who did that so well with developing the equity tool, and also from our Cap Metro equitable transit oriented development team, our team who is putting that to work right now.

So we realize that people's lived experience is valuable and they should be compensated for it and that the only way to start rebuilding trust in some of our communities is to work with community members who are trusted individuals in those communities and can help us connect.

So more on that as it develops, but just wanted to let you know that is in the works.

And that is all I have for my report today.

>> Madam chair.

>> Go ahead.

>> Dr. Burnette, thank you.

Jackie.

>> Thank you, Jackie, for that report.

I really appreciate the daylighting, and also would encourage us to find, continue to chisel away at figuring out the spaces where we are missing that priority population.

Is there a time on March 7 meeting?

I would like to make that, if possible.

>> Yes.

I believe the it is scheduled at 4:30 to 6:30 in the afternoon.

>> Okay.

>> And we will send out information on that.

>> The thank you so much.

Ms. Nirenberg, do we have any other questions from the board?

>> That was a lot of work.

Thank you.

>> My pleasure, thank you.

>> I appreciate it.

>> Moving on to the monthly program update from ATP's chief program officer, Mr. Couch, welcome.

>> Madam chairman, member of the board, executive director Clarke, we continue to move forward in line with -- activities.

We hit a couple of milestones, we hit the 30 percent design submittal that has come in for comment on the orange line, and we are in the process of sorting through 6,500 comments that have come in from everything from TXDOT to all of the city departments.

So we have got good response and good series of comments on that.

And very much appreciate everybody taking the time and making the time.

Gina, thank you very much for all 0 -- for all that the city has done at we have gone through that.

The 30 percent blue line is right behind us and coming on the 11th of March.

We will go through exactly the same process with getting comments and then going ahead and resolving those to put them into the final 30 percent design, working on traffic analysis data or state highway 71 with TXDOT, and then the ladybird bridge, as you heard on several other pieces, and then the tunnel methodology.

Next slide, please.

>> On the NEPA front, we continue to get great support and we had a conversation earlier in this week with FTA.

And providing the support under 139 J they have been able to stay on our projected schedule with the reviews and all of the reports that we get.

All of the draft technical reports have been submitted are being reviewed and we continue to do the work of this, in coordination with the Texas parks, with the wildlife and all of the other activities it takes to go ahead and get to the point that we will have the orange and blue line public meeting and then go ahead and go forward from there.

Next slide.

>> Metro Rapid updates.

You heard a few minutes ago from executive director Clarke about the ground making for Pleasant Valley, stipulate to the next slide, please.

>> Go to -- skip to the next slide.

You didn't put it in.

Basically, there was -- we had a photo that was going to get inserted in here that basically was the demolition of one of the existing bus shelters, basically on the Expo line, and basically a location that we are now ready to go ahead and get started for the excavation to do the shelter foundation.

So now in the field and working towards that first series of installations on that project, designed for gold line and also for south Lamar.

Those are getting kicked off and getting started.

Next slide, please.

>> And on the red line, the McKalla station, that designed has progressed from 60 to 90 looking at the drainage improvements, I have the proposals in for the design build contract for station area on the 27 of January, and they currently are being evaluated work on the track between Leander and an -- and the ground breaking that was held this past January the 18th.

Tapped then getting ready to also go ahead and get a shovel in the ground and start work there.

That concludes my monthly report madam chair.

I would be glad to answer any questions.

>> Thank you, Mr. Couch.

Do we have any questions from the board?

>> I do have a question regarding the update and maybe one of you could answer.

There was -- my understanding is that the bus os ten blue line bridge has now been -- it is starting to be studied and I didn't see the contract update amount on your memo for that.

Who was it awarded to or whose scope has been expanded to study that work?

>> well, I guess I would answer it this way, chair.

which there was a study done.

We are going to do more study and a lot of the study is Cap Metro service planning, there will be a little more work.

I believe, David, I can't remember it, ACOM I think is helping on the bus background network.

You can correct me if I got the wrong on that piece.

And thank you.

Obviously there is city staff involved and other parts of Cap Metro from a safety point of view and that kind of stuff and then ATP design staff.

So this is not necessarily an extra contract as much as it is more coordination between the three entities, plus a little more data on background bus network planning that the service planning team at Cap Metro needs to bring more to bear.

So it is like an extra task for people to do the work.

Just deeper coordination wean the three entities on kind of the engineering service plan, safety elements of that.

>> Great.

I saw that in the report there was also a contract being awarded to study it further, but I didn't know which consultant had been --

>> No.

We have a lot of contract support on these consulting elements and we just confirmed, AACOG helped us on the bus service network background, the base model, and that will be a component of that.

>> And they are helping us with the contract with the NEPA process.

And we have also got research that is being done by HDR of other locations around the country where it has been basically a combined bus and rail bridge.

So those are all -- it is not a new consultant.

It is, as Mr. Clarke said, folks that we currently have under existing contracts.

It is not a new contract.

>> Yes.

I just didn't see it in the memo they had been given a specific task order. So if some detail was missing on that separate memo that is really what I am inquiring about.

>> Okay.

>> Thank you.

Any other questions from anyone else?

No?

So I know we are going to postpone for another meeting the facilities expansion for -- from Mr. Clarke, right?

As well as the discussion on system --

I apologize if I can give announcement or two after that before we move to discussion.

Anyway -- but thank you.

We are -- I am going to wear my general counsel hat to give this update. Go to the next slide, please.

It is just kind of a recap of where we are with the independent analysis that the ATP board is commissioned with the ENO center for transportation. This is just overall the schedule of what we have been working on and then I will go into some more detail but essentially we started in December with our resolution with that process laid out, and we engaged the ENO center for transportation and then we had the preliminary report posted with notice of town halls in January, February we conducted or ENO has conducted I should say interviews into virtual town halls, and next month they will give a presentation of their analysis to the ATP board on March 23rd.

Post the final report by March 31st and then decision in April so this is just kind of a visual of what this resolution states.

I just want to go to the next slide.

He just get into it.

So this is, you know -- I know -- I don't have a lot of time so I just want to demonstrate that we, you know, kind of where we were in December, we had a November vote to approve the resolution to enter into the JAPA or joint powers agreement, and section 4.2.2 of that agreement required the ATP board to conduct this independent analysis and that led to the December resolution.

The next slide.

So just a recap, which is -- we have had the ENO group in conjunction

with the board has conducted some really fantastic community engagement, which was part of the requirement under section 4.2.2 of the JPA, there was 3 folks from ENO staff, actually, in town in Austin, and they were able to interview either virtually for person approximately 43 individuals, and then also met with the tax and the CAC to get their input and then also they hosted two virtual community town halls, one in the evening on a Tuesday and one on a Saturday afternoon a, and we had 258 people in attendance, so a lot of interest in this topic.

Next slide.

And then just a look ahead in March, we have got a meeting actually on the 23rd, a little later in the month, and the ENO center, between now and then will actually be talking to sister organizations, other transit agencies and kind of taking the input from the community and shaping some questions for them around, to get their advice on what would be the best practice for here in Austin in terms of our government, governance structure and present those findings to the ATP board on March 23rd and then as required in the JPA post their report to our website by March 31st. And then in accordance with the December resolution by the April 20th, ATP board meeting, the, the ATP board will determine the appropriate leadership model for the organization.

And I just want to -- next slide turn it over for any questions that the board may have.

ENO.

>> Any questions from anyone?

Did we use Dr. Burnette and board member Elkins.

>> ENO.

>> Are they still here?

>> we are here.

>> Okay.

Good.

I just want to make sure we still have you.

>> Yes.

You can take the slide --

>> Okay.

Yes.

And I will be presenting a very similar slide deck to the CAC, just to give them an update this month so --

>> Thank you.

And I want to congratulate -- not just so much congratulate but give everyone thanks for making their schedules available as we had ENO in town and they had to juggle many schedules, so I appreciate the board's cooperation and everybody participating.

Seamlessly on this effort, so thank you, Ms. Barrack, for all of your hard work as well.

So thank you.

>> Thank you.

>> And before we move on to our action items, I would like to take this opportunity on behalf of the ATP board to announce our own administrative update.

I don't think the board has ever given one.

Administrative update.

But our top candidate for internal auditor, Ms. Katie Houston has accepted our employment offer and joins ATP at the end of this month. I would like to read a little bit, a brief bio about her, she comes to us from the City of Austin where she served for the last nine years, first as supervisor surprising senior auditor and then as an assistant city auditor.

Before joining the city she worked as senior auditor at the Texas Department of Public Safety and senior auditor at the Texas commission on environment tall quality.

Ms. Mountain cedar is a licensed certified public accountant, a certified internal auditor, and certified fraud capacity never.

Also a member of the lead auditor, LGRA and the Governor of the Austin chapter of the institute of internal auditors, Ms. Houston will be reporting directly to the board of directors and very excited to have Ms. Houston join the Austin Transit Partnership, and again I would like to thank the board for helping conduct the interviews for helping to shepherd this process through together, so this is a team effort so thank you, everyone, for your hard work.

>> And now I am notifying on to our action items today.

>> The only one we have, really.

>> Yes.

Sorry.

Chair, I think we included the board minutes, but unfortunately neglected to Bose that action item, so we will just roll it into next month.

>> Oh, perfect.

Thank you for that point of order.

>> So I think we are done, right?

>> with our meeting?

>> Oh, no.

>> No, that's okay.

>> To a large degree I think Randy already addressed this.

I am looking forward to the workshop on the second, which all three boards will be together.

Again, kind of the structure for that is asking the three staffs of ATP and Cap Metro and the City of Austin to get together and really present to the three boards and to the community.

I am not sure there is really going to be that much for the boards to be doing or the council to be doing that day than receiving information.

But the questions I think that have really risen are I mean, getting into the real nitty-gritty, how do we get from here to there with respect to the 30 percent drawings, which to a large degree when they are done, and finalized, we are really set up what the project looks like but obviously there are a lot of choices we have to make between now and then as a community or as a body or three bodies or whatever whoever it is, a lot of choices that get put into that, several will extend the time to complete.

We can shorten the time to complete it.

But we have to get to that place, and I think for a lot of us in the community, it is still a little hazy on exactly how we get from here to there, and how those kind of decisions are made.

We know, for example, that one issue that needs to be resolved is are there -- are there buses on the bridge that crosses Lake Austin town lake? And we have received a memo that tells Swiss to make that decision by the 31st of May in order for it to be incorporated into the 30 percent drawings, which gives rise to the question we have to make that decision by May 31st, when do we have to start hearing the pros and cons or what the different choices are as we back up from that?

And I would imagine we have set out a community engagement schedule, but I don't see anything on this community engagement schedule that is related to those kinds of decision things we need make, perhaps it is and perhaps we have already done, the community engagement we need.

But figuring out exactly what are all of the things we have to decide by what times and layering them on to a calendar and backing up for the things that have to happen for us to be able to make those decisions, whoever it is that makes them, I think is the level of detail that the community is asking or at this point, so that they have a better handle on what has to be done by when.

I appreciate the suggestion to kind of like divide it into buckets to identify all of those things that are tough choices we are going to have to make.

Maybe they are not resolved yet, because the staffs haven't gotten all of the information they need or because there is a difference among the staff, whatever it is, whatever the big decisions that are still kind of needing to be resolved.

Another bucket would be all of the decisions that have been resolved by satisfy where there is consensus, but obviously there has been 10,000 of those, so it is really just those decisions that have been resolved, but we hear from our community engagement people that there was significant interest in that decision or a difference in that, so we can highlight the decisions that have been made as we are moving forward, so that when 30 percent drawings come out in whatever that is, I am not sure exactly when, but that is part of the question we are asking to learn, but whatever that is, people and community are not seeing the decision for the first

time, that they are seeing those kind of decisions much earlier so that when the 30 percent design comes out there is no surprise to anybody. As everybody knows effectively what are the choices that have been made. Some of those choices might involve us, you know, expanding scope, some of those choices might be resolving conflicts on right-of-way or different people have different priorities.

We just need to elevate those things, and we need to come up with a process, so those two buckets, the first one, the things that still need to be resolved, the things that have been resolved but of material interest, for a significant number of people and then a third bucket kind of like nondesign issues.

My hope is that we consider things like pressing to the community that it is not the intention we make choices that ever raise taxes or go back there more money but do it within the envelope that has been provided and if we wanted to as a community make a choice to increase help or increase -- we could enlarge the delivery time, but, you know, for me as I sit here right now, I do not support increasing the lending on people, and I think that people expect us to be able to do this project within the authorization given.

But, you know, probably it is something we should say out loud and the three bodies should say out loud and if there is disagreement we probably should rise, give rise to that.

But all of the other kinds of decisions, and I don't know what they are, but nondesigns decisions that we also need to elevate so that the community knows where we are going to be addressing them.

And then to take all of those three buckets and then layer them on to a calendar so that we get a feel for that.

And that may very well direct what that community engagement meetings we have or the technical advisory council is being asked or the community, and advisory council.

The description of the three buckets in a document I handed out here on the dais and also given it to our staff and I would appreciate if staff would post this with the agenda so that it goes in the public and they can find this document as well in addition --

>> I will update the posting.

>> Great.

Thank you.

>> and I am really looking forward to that meeting.

You know, I get asked a lot of times the question of who is going to decide which -- one of these questions, and my answer to that is, it depends on what the question is.

My hope is, number one, that this process, which I think is not too dissimilar to the one we used leading up to the vote, will demonstrate for us again that our various staffs can reach consensus on what is the right answer almost all the time if not all the time.

That would be obviously kind of what we are hoping for and quite frankly I am sure the staff is hoping to do that too, lest they have to come to us to break ties which they are not going to want and quite frankly I don't think the boards want that and the council wants that either but if there is a hard decision, I think on its face, my sense is that it will be a, there will be a right way it is apparent decision, some decisions will be in the debate with Cap Metro, if they impact the budget or sequencing, it is probably something we all way in -- weigh in on. But without having a theoretical conversation, because we could be spinning our wheel around each other for hours without resolving those, let's just lay out what it is we are going to have to decide and figure out the particulars on anything that is going to be a hard thing to decide. There are going to be hard choices as we go into this.

There are going to be things we want that we can't have.

There are going to be resolutions to design questions or operation questions or sequencing questions that not everybody is going to like. All of those things we know.

But what we also know is that we have a responsibility to this community to deliver and equitable project.

We have an obligation to this community to deliver a project that the community has the ability to be able to see the decisions that are being made and to participate in them.

And I think this is just a part of that.

So I look forward to that.

Randy, I understand that, and Gina, the staffs got together yesterday and already starting to prepare for this on the second, that those meetings went well yesterday?

>> Yes.

I think we are very in align with what you just said, so I really appreciate Gina and their team, Diane and the Cap Metro team on the ATP side.

I probably wouldn't add anything more than you said.

The meeting itself is going to help daylight more and more process, and we were trying to do that but with three boards it kind of gets convoluted sometimes and it is hard for the community because it is three boards, so staff has been wanting to do this in a way that, you know, because I will really emphasize this point, I think this is critical.

I say this a lot of -- I say this a lot up here.

The partnership on the staff level is fantastic.

Of course we have some disagreements.

I mean, that is actually -- it would be unhealthy if we didn't have any disagreements but it is very professional and we are all working towards consensus and consensus means everybody gives and takes a little bit because the ultimate outcome is for the benefit of the future of the community forever.

We have an enormous amount of consensus around a lot of topics, and, you

know, from -- it really started two years, I like the way you put it, Mayor, I appreciate this, this started long before the election, grouping us as a team about ASMP and Project Connect unification, center lending, transit mode, corridors, that process has led to better work among the utilities, bike interface, bus-rail interface, station design, all of those things, so I mean, that continuum just keeps happening, so I think a lot of ways this is going to bring the next level of clarity, after that meeting, we really have a lot of work to do, a lot of community and design workshops that Peter, Dave and a lot of people have been doing, there is this next round of them to have to go through the next level of detail that is going to land us into that kind of draft EIS process, that staff has a preliminary recognition, preliminary recognition, we want to get that from the end of the summer, to be realistic, give or take, and have a public hearing, regular kind of process, get that last kind of round of feedback to that level of the program, staff then unifies in a final recommendation and what staff really thinks is important for this is bring it to all three bodies for that concurrence or your consideration, approval, those word choices and that locks all of the partners together and then, you know, most of it at that point, ATP is off to the race office doing the contracts to really effectuate what we all decided this year, what we all agree we are going to do. So it is really going to be healthy more the process for this meeting, so, Jan, I don't know if you want to add anymore.

>> I do.

And thank you, mayor.

Just from the city's perspective and I think from all of the staff, really, I think that they are looking forward to having the opportunity to show you all of the work that has been going on over the last year and a half, really, since they hit the ground running.

I think everyone will be impressed and I think that this format is a great opportunity for the staff to actually have an opportunity to speak to the boards directly.

And I love the style of this conversation, it is conversational without any -- I would -- without any outside facilitator leading the discussion. I have empowered my staff to fill these buckets as they see fit and the issues and the concepts they want to present, but, really, I am looking forward to seeing the staff get the recognition for all of the work that they have done on this.

>> Mayor Adler: Sounds good and I would reiterate at the end we are not actually going to be deciding any of those issues.

We are just trying to daylight as many of them as we can in the universe, so we have a real clear idea of what kinds of decisions, more than that, what decisions we are going to have to be making over the next six months. Great.

Thank you, guys, for all you do.

>> Dr. Burnette and, Burnette and board member Elkins, do you have any questions?

Not here.

I think that was a great overview.

I look forward to the workshop next month.

>> I appreciate it.

I am saddened I won't make it.

I have a conflict I won't be in town on that day.

Situate have another meeting in DC so I won't be here on this.

I am so sad about that.

It sounds like a great move forward.

>> Board member we will get you a nice copy of the meeting for your review.

I think we might have a couple others of the 17, but whoever is not there will definitely make sure you get a full recap of everything and staff can also sit down with you individually and do some one-on-one time to make sure you get all of that information as well.

>> That would be wonderful.

>> Great.

And so I think -- I mean, before we post this to the public, I just want to say, just let's correct the February date and just put March here, since that -- it is going to be March 2nd, right?

Okay.

And since we are going to be -- I know we are operating with with the two percent so far, the 7.1 billion.

would that also be daylighted at this meeting?

The 50 percent assigned cost estimate?

>> The plan again was not to do that, because those are -- these are very evolutionary processes, so 30 percent design process, cost estimates we are working really hard on and I think Dave mentioned maybe he didn't, if not, I apologize.

They will be ready with 30 percent design, so again, we are really trying to go evolutionary through this process to understand, when we get to 30 percent design a lot of these things we are going to daylight at the second meeting, and by daylight, we have been daylighting the community and bringing more daylight to them, we could have significant changes to how we want to -- I think the mayor said it best, decisions on kind of scope, schedule, cost, and so I think it is really important that we start gowning those decisions and that allows us to move members in a very good trance patient way about what those optionalities are versus just hypotheticals.

>> I think that is right.

>> Mayor Adler: In the nondesign bucket elements of the things we need to get out for us to see, for the public to understand will be costs, the cost of choices we are making, cost of construction, how they have changed or supplies, so in the third bucket we will identify the issues

of costs and so far as they are not already included in the design elements of buckets A and B.

>> Yes, that is correct, mayor.

Think I the way we frame it is the financial model and kind of the segment phasing plan, how those work together.

So, you know, if we decide as a group it is more of that, then that will -- and then if the decision is no more revenue then that could impact schedule and how those things kind of fit together.

>> Mayor Adler: Right.

But in that bucket, I think material costs, right-of-way costs, construction costs will all be phased among the others that are elements that are in that bucket C, and would have to put those things on the calendar so that we know what they are going to be, among other things.

>> Okay.

We are get morgue and more -- I mean, more questions directly from the board, and I just want to make sure that we can be as transparent as possible with cost.

Especially before we start making the conversation about tradeoffs, because I think there is always an association of what is the price tag with something and schedule, so let's all be -- let's all be on the same page.

>> Mayor Adler: Absolutely.

No choices -- are just identified as -- on that could if, cross out March 20th and -- put --

>> Thank you.

>> Thank you.

>> So I think, if there are no further comment on questions --

>> Madam chair.

>> Does this mean ATP now has its own bucket list?

[Laughter]

>> Mayor Adler: We will shortly.

>> I am just wondering.

>> So this concludes the February ATP board meeting.

I want to thank the board, the staff, all of the people that have been so patient with us and thank you for all of the energy to everyone.

The time is 6:07 p.m.

The meeting is adjourned.

Thank you.

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