

>> THANK YOU, EVERYONE FOR YOUR PATIENCE.  
WE NEEDED TO REACH QUORUM SO I APPRECIATE THE PATIENCE.  
HELLO, MAYOR.

>> [INAUDIBLE].

>> OKAY.

THANK YOU EVERYONE FOR JOINING US.

I BELIEVE WE'RE LIVE, RIGHT?

ARE WE GOOD?

GOOD AFTERNOON, THANK YOU FOR JOINING US FOR THIS MEETING  
OF THE AUSTIN TRANSIT PARTNERSHIP BOARD OF DIRECTORS.

I WILL CALL THIS MEETING TO ORDER.

TODAY IS WEDNESDAY, OCTOBER 20TH, AND THE TIME IS 2:15.

AS A REMINDER, WE HAVE THE AUSTIN TRANSIT PARTNERSHIP  
PROVIDES BOTH AMERICAN SIGN LANGUAGE AND OTHER INTERPRETER SERVICES  
SO WE JUST PLEASE REQUEST A 24 NOTICE TO MAKE SURE THAT WE HAVE THE  
PROPER ACCOMMODATIONS FOR YOU.

AND IF YOU EVER NEED TO REACH CHLOE, HER CONTACT  
INFORMATION IS IN THE POSTING ON OUR WEBSITE.

TODAY FOR PUBLIC COMMENT WE'RE GOING TO HAVE I BELIEVE TWO  
SPEAKERS AND EACH ONE WILL HAVE A TOTAL OF THREE MINUTES TO SPEAK  
ON ALL ITEMS IN WHICH THE SPEAKERS HAVE SIGNED UP TO SPEAK.

FIRST WE HAVE MR. JEREMY HENDRIX.

WELCOME.

YOU HAVE THREE MINUTES, SIR.

>> THANK YOU VERY MUCH AND GOOD AFTERNOON.

-- THANK YOU VERY MUCH, GOOD AFTERNOON, MY NAME IS JEREMY  
HENDRIX AND I'M A MEMBER OF THE ATP COMMUNITY ADVISORY COMMUNITY  
AND I'M ALSO WITH THE LABORS INTERNATIONAL UNION OF AMERICA.

WE ARE THE LARGEST CONSTRUCTION UNION IN NORTH AMERICA AND  
A MAJORITY OF OUR MEMBERS ARE PEOPLE OF COLOR WORKING IN POVERTY  
BEFORE THEY COME TO US.

SO TEXAS IS DEFINITELY THE MOST DANGEROUS STATE FOR  
CONSTRUCTION WORKERS.

IT HAS THE MOST WORKER MISCLASSIFICATION, THE MOST WAGE  
THEFT AND THAT'S WHY WE FIGHT EVERYDAY TO ENSURE WORKERS ARE  
PROTECTED AND ABLE TO PROVIDE FOR THEIR FAMILIES WITH DIGNITY.

I'M ALSO PROUD TO BE THE VICE-PRESIDENT OF THE CENTRAL  
TEXAS BUILDING TRADES AND AN ALLY OF THE WORK EASY DEFENSE PROJECT  
WHO IS ALSO HERE TODAY.

WE HAVE FOUGHT TO PASS PROJECT CONNECT AND TO ENSURE THIS  
PROJECT PROVIDES THE BEST OPPORTUNITIES AVAILABLE TO THE WORKERS  
BUILDING IT, WHICH INCLUDES LIVING WAGES ON TOP OF PREVAILING WAGES.

THE CITY OF AUSTIN CONSTRUCTION TRAINING PROGRAM  
REQUIREMENTS, AN INDEPENDENT ON-SITE MONITORING PROGRAM, AND  
THAT'S WHY I'M HERE TODAY TO JOIN MS. WOLFE TO ASK THE ATP BOARD

TO DELAY THE VOTE ON THE CONSTRUCTION MITIGATION RESOLUTION UNTIL WE GET THE LANGUAGE FINALIZED AND CORRECT WITH THE JOINT POWERS AGREEMENT.

WE MUST GET THIS RIGHT UP FRONT TO ENSURE THE INTENTIONS OF THE CONTRACT WITH VOTERS IS FOLLOWED AND TAXPAYER DOLLARS ARE PROTECTED.

IT IS CRITICAL THAT COMMUNITY INPUT, INPUT FROM GROUPS THAT FIGHT TO PROTECT WORKERS AND SOCIAL JUSTICE GROUPS AMONG OTHERS ARE LISTENED TO AND RECOMMENDED LANGUAGE IS INCORPORATED IN THE PROJECT TO PROTECT THIS COMMUNITY, THE VOTERS, AND TO ENSURE THE SUCCESS OF THIS MASSIVE, MASSIVE PROJECT.

SO I THANK YOU FOR YOUR TIME TODAY AND I HOPE THAT YOU WILL PLEASE DELAY THIS VOTE UNTIL WE GET THE CONTRACT WITH VOTERS LANGUAGE CORRECTLY INTO THE NEW JOINT POWERS AGREEMENT.

THANK YOU VERY MUCH.

>> THANK YOU, MR. HENDRIX.

BEFORE WE CALL THE NEXT SPEAKER DO WE HAVE ANY QUESTIONS FOR MR. HENDRIX?

NO?

NOW THE SECOND SPEAKER IS MS. JESSICA WOLFE.

MS. WOLFE, DID YOU FOR BEING HERE AND THANK YOU FOR BEING HERE IN PERSON.

YOU HAVE THREE MINUTES.

>> THANK YOU.

GOOD AFTERNOON BOARD, CHAIR AND BOARD MEMBER.

MY NAME IS JESSICA WOLFE, THE DEPUTY DIRECTOR OF BETTER BUILD AND POLICY AT WORKERS DEFENSE.

WORKERS DEFENSE REPRESENTS LOW INCOME CONSTRUCTION WORKERS AND IMPROVING THEIR LIVING AND WORKING CONDITIONS.

I'M HERE TO ASK YOU TODAY TO PLEASE DELAY VOTING ON THE MITIGATION RESOLUTION.

THE LABOR COMMUNITY HAVE PROVIDED HE EDITS AND RECOMMENDATIONS ON ATP STAFF ON LANGUAGE RELATED TO THE CONTRACT WITH VOTERS, AMONG OTHER ITEMS IN THE JPA.

WE STILL HAVE CONCERNS RELATED TO THE WORKFORCE PROGRAM, LIVING WAGE AND CONSTRUCTION CAREERS PROGRAM LANGUAGE THAT NEED TO BE ADDRESSED PRIOR TO VOTING ON THIS.

TEXAS IS THE MOST DANGEROUS PLACE TO BE A CONSTRUCTION WORKER.

AND THIS PROJECT WILL IMPACT THE LIVES OF THOUSANDS OF CONSTRUCTION WORKERS FOR OVER A DECADE.

IT IS IMPERATIVE THAT WE GET THIS LANGUAGE RIGHT AND MORE SPECIFICALLY THAT IT ALIGNS WITH THE INTENT OF THE CONTRACT WITH VOTERS RESOLUTION.

THE CONTRACT WITH VOTERS STATES THAT THE AUSTIN TRANSIT

PARTNERSHIP WILL PARTICIPATE IN THE BETTER BUILDER PROGRAM OR SIMILAR PROGRAM.

THE INDEPENDENT ON-SITE MONITORING IS MOST -- IS THE MOST CRITICAL PIECE OF THE PROGRAM.

THIS MEANS INDEPENDENT OF THE CONSTRUCTION INDUSTRY AND THE PROJECT ITSELF SO THAT THE WORKER CAN SAFELY REPORT ANY POTENTIAL ISSUES ON THE JOB.

WE'VE BEEN DOING THIS WORK FOR ALMOST 10 YEARS AND WE HAVE EXPERIENCED ACCREDITING PUBLIC AND PRIVATE MONITORING ENTITIES IN OUR EXPERIENCE AND -- IN OUR EXPERIENCE REGARDLESS OF STANDARDS REQUIRED BY POLICY, IF THERE IS NOT TRULY INDEPENDENT MONITORING FROM -- LIKE IT'S VERY CRITICAL THAT THERE'S TRULY INDEPENDENT MONITORING FROM THE DEVELOPER, FROM INDUSTRY AND FROM THE OWNER.

STANDARDS REQUIRED ON PROJECTS ARE MEANINGLESS WITHOUT MAKING SURE THAT THEY ARE BEING FOLLOWED.

ADDITIONALLY WE WANT TO ENSURE THAT THE CONSTRUCTION WORKERS ARE RECEIVING THE CITY OF AUSTIN'S LIVING WAGE AND PREVAILING WAGE, WHICHEVER IS GREATER THAN THE TWO.

PREVAILING WAGES FOR SOME TRADES ARE FAR LOWER THAN THE CITY OF AUSTIN'S LIVING WAGEMENT WE ALSO HAVE QUESTIONS ABOUT THE INTENT OF THE CONSTRUCTION CAREERS PROGRAM LANGUAGE.

WE ARE AGAIN ASKING YOU TO DELAY THIS VOTE UNTIL THE JOINT POWERS AGREEMENT LANGUAGE IS FINALIZED AND CONTINUE TO WORK WITH COMMUNITY GROUPS LIKE OURSELVES WHO HAVE MEMBERSHIPS WHO WILL BE DIRECTLY IMPACTED BY YOUR DECISIONS.

WE WANT TO THANK ATP STAFF AND BOARD MEMBERS WHO HAVE AND ARE CONTINUING TO WORK WITH US ON THIS AND WE LOOK FORWARD TO CONTINUING THIS CONVERSATION.

THANKS FOR YOUR TIME.

>> THANK YOU SO MUCH, MS. WOLFE.

DO WE HAVE ANY QUESTIONS FOR MS. WOLFE?

ANYONE?

WHEN WE GO ON TO DISCUSS THE ACTION ITEM NUMBER THREE, WOULD YOU STILL BE AROUND IF THERE'S ANY FOLLOW-UP QUESTIONS? YES?

THANK YOU.

OUR FIRST ITEM TODAY IS A TECHNICAL ADVISORY COMMITTEE REPORT.

TO START US OFF I'M GOING TO BE GIVING THE REPORT ON MY COMMITTEE.

AND WE DISCUSSED FOUR ITEMS ON OUR AGENDA.

THE JOINT POWERS AGREEMENT REVIEW AND WE ALSO HAD ATTENDANCE THE FINANCE AND RISK COMMITTEE MEMBERS BECAUSE THEY ONLY MEET QUARTERLY SO THEY JOINED OUR MEETING AS WELL.

WE DISCUSSED PLEASANT VALLEY, RIVERSIDE STATION DESIGN

OPTIONS AND COMMUNITY FEEDBACK REVIEW.

THE LADY BIRD LAKE BRIDGE COMMUNITY DESIGN WORKSHOP PREVIEW AND THE METRO RAPID SHELTER DESIGN REVIEW.

WE HAD THE FOLLOWING RECOMMENDATIONS, THERE WERE FOUR RECOMMENDATIONS FROM THE COMMITTEE, REGARDING THE JPA, THE COMMITTEE RECOMMENDED INCLUDING TIMELINES, DEADLINES FOR CRITICAL PATH ITEMS IN THE PROGRAM.

IN ORDER TO HOLD ALL PARTIES ACCOUNTABLE FOR THE SCHEDULE AND EACH PARTY'S RESPONSIBILITIES IN MAINTAINING THE SCHEDULE.

AS WE ALL KNOW THE SCHEDULE IS ONE OF THE PROGRAM'S GREATEST RISKS SO THE JPA SHOULD HELP THE PARTNERSHIP MINIMIZE THAT RISK.

REGARDING THE PLEASANT VALLEY, THE COMMUNITY SUPPORTED THE EMPHASIS ON PLACEMAKING AND MULTI-MODAL TRANSIT USE AND CONNECTIONS.

AND ALL OF THIS IS IN ACCORDANCE WITH THE AUSTIN STRATEGIC MOBILITY PLAN, AND PARTICULARLY THE COMMITTEE LIKED OPTION NUMBER 2.

WITH LADY BIRD LAKE BRIDGE WORKSHOP, THE COMMITTEE IS VERY EXCITED ABOUT THE SIGNATURE ELEMENT OF THE PROGRAM AND RECOMMENDS THAT WE MAINTAIN OUR INSPIRATIONAL APPROACH THAT WAS CREATING AND INSPIRING OUR ARCHITECTURAL ICON THAT ADDRESSES MULTI-MODAL ACTIVITY AND PLACEMAKING FOR OUR COMMUNITY AND WE'RE GOING TO GET AN IN-DEPTH PRESENTATION TODAY FROM MR. MULLAN ON THAT REGARD.

METRO RAPID SHELTER, THE COMMITTEE RECOMMENDED ADDING BIKE RACKS, TREES AND A PLACE FOR PUBLIC ART, AS WELL AS SUBMITTED A DETAILED LIST ON THE DESIGN TEAM FOR ELEMENTS THAT STILL NEEDED TO BE DEFINED ON FABRICATION, INSTALLATION, AND IDENTIFYING KEY AMENITIES FOR RIDERS PROVIDED AT THE SHELTERS.

SO THESE RECOMMENDATIONS WERE GIVEN AFTER WE HAD THE COMMITTEE WITH THE MEMBERS AND WE JUST WORKED IN A SMALLER GROUP DIRECTLY WITH THE TEAM.

IN TERMS OF REQUESTS FOR MORE INFORMATION, THE COMMITTEE WOULD LIKE MORE INFORMATION ON THE THROUGH-PUT FOR ALL MOBILITY MODES INCLUDING BUS, PEDESTRIAN AND BICYCLISTS.

FOR EACH OF THE TWO PLEASANT VALLEY RIVERSIDE DESIGN OPTIONS, AND THEN THE SECOND REQUEST FOR INFORMATION THAT WE ARE WORKING WITH THE TEAM IS THE COMMITTEE REQUESTED TO BE INCLUDED IN THE DESIGN REFINEMENT OF THE BUS SHELTERS AS THIS WILL ALSO BE THE IMPORTANT ELEMENTS OF THE LIGHT RAIL SYSTEM IN TERMS OF ITS ARCHITECTURAL LANGUAGE AND RIDER AMENITIES.

THEN THE NEXT STEPS ON OUR REVIEW IS TO PROVIDE A RECAP OF THE LADY BIRD BRIDGE COMMUNITY DESIGN WORKSHOP IN NOVEMBER.

AT OUR NEXT MEETING WE WILL ALSO RECOMMEND THE 3D MODELING OF THE TUNNEL, THE CHALLENGES ENCOUNTERED BY THE TECHNICAL TEAM IN

REGARDS TO UTILITIES.

PROVIDE GRAPHICS SHOWING THE DIFFERENCE BETWEEN THE VEHICLES SO THAT WE CAN ALL SPEAK THE SAME LANGUAGE BETWEEN LIGHT RAIL, COMMUNITY RAIL AND STREET CAR AND TO ALLOW THE PUBLIC TO UNDERSTAND THE TRANSIT SYSTEM BETTER.

AND WE'RE GOING TO HAVE A DEBRIEF FROM THE TECHNICAL TEAM ON THE PROCUREMENT OF THE METRO RAPID SHELTERS AND THE NEXT STEPS. AND THAT CONCLUDES MY REPORT.

SO NEXT WE'RE GOING TO HAVE JACKIE NIRENBERG GIVE THE REPORT FOR DR. BARNETT WHO IS NOT FEELING WELL.

THANK YOU, JACKIE, FOR BEING HERE.

>> [INAUDIBLE].

>> PLANNING SUSTAINABILITY, EQUITY AND DBE ECONOMY KNOWN AS P SACK, WE MET ON OCTOBER THE 7TH.

THE PRIMARY ITEMS WERE THE JOINT POWERS AGREEMENT, SUSTAINABILITY INITIATIVES AND COMMUNITY WORKSHOPS -- DESIGN WORKSHOPS UPDATE.

THE COMMITTEE MEMBERS ASKED FOR SOME POINTS ON THE NEWLY CREATED EQUITY PLAN SO THAT WAS A REQUEST FOR INFORMATION.

COMMITTEE MEMBERS EXPRESSED THE VOLUME OF CONTENT BEING PRESENTED WITH A BIT OVERWHELMING FOR THEM SO WE'RE GOING TO TRY TO PARE THAT DOWN A LITTLE BIT FOR THEM SO IT'S MORE DIGESTIBLE.

WE'RE ALL IN THIS AREA AND SO WE'RE BREATHING, LIVING IT, TALKING IT ALL THE TIME AND WE FORGET SOMETIMES THAT WE NEED TO PUMP THE BRAKES AND LET PEOPLE UNDERSTAND AND GET A BETTER FEEL FOR WHAT WE'RE TALKING ABOUT.

THE OTHER THING IS WE'LL BE LOOKING AT ANOTHER DATE IN TIME FOR THE MEETING.

WE HAVE SEVERAL MEMBERS THAT ARE HAVING TROUBLE MAKING THE MEETINGS SO WE'RE GOING TO GO GOING BACK TO THEM FOR INPUT ON WHEN WOULD BE THE MOST CONVENIENT FOR THEM.

SO THAT WAS IT, BASICALLY ALL.

THANK YOU.

>> THANK YOU, MS. NIRENBERG.

SO NOW WE MOVE ON TO OUR EXECUTIVE DIRECTORS REPORT.

MR. CLARKE.

>> THANK YOU, CHAIR.

GOOD AFTERNOON, EVERYONE.

I WANT TO TAKE A COUPLE OF MOMENTS HERE AND START FRAMING UP AS WE'RE MOVING THROUGH THE PROGRAM AND WE ARE MAKING CONSIDERABLE PROGRESS ON I'LL SAY THE -- I WOULD SAY THE LEAST COMPLICATED OR LEAST RISK ELEMENT OF THE PROGRAM, WHICH ARE PICKUP, METRO RAPID, RED LINE, SO THINGS THAT ARE COMPLICATED IN THEIR OWN RIGHT, BUT OBVIOUSLY NOT AS COMPLICATED AS THE RAIL PROGRAM THAT WE'RE GOING TO BE MOVING ON.

THE FINANCIAL ASPECT OF THAT PLUS THE FTA PROCESS AND THE CONSTRUCTION ASPECT ARE JUST MUCH HIGHER LEVEL FROM A RISK POINT OF VIEW.

AND I THINK IT'S REALLY IMPORTANT AS A GROUP WE'VE TALKED ABOUT THE WORD RISK A LOT AND THAT WE START FOCUSING OVER AND OVER AND AT THE END OF THE DAY AS A TEAM HOW ARE WE GOING TO IDENTIFY AND MANAGE AND MITIGATE OUR RISK BECAUSE WE REALLY ARE DOING A PROGRAM.

A KEEP EMPHASIZING THE WORD PROGRAM.

WE'RE NOT DOING A PROJECT, WE'RE DOING A PROGRAM.

AND THEREFORE ALL THE PIECES HAVE TO PLAY OFF EACH OTHER.

SO IF WE CAN GO TO THE NEXT SLIDE I REALLY WANT TO HIGHLIGHT AS WE WORK INTO THE RAIL PARTS OF THIS PROGRAM THE KEY MILESTONES.

AND WE'VE USED SOME SNAKE DIAGRAMS AND SOME OTHER DIAGRAMS AND I'VE GOTTEN FEEDBACK FROM DIFFERENT PEOPLE THAT SAY THERE'S A LOT OF THINGS ON THERE.

CAN YOU JUST SAY WHAT ARE THE TWO OR THREE MOST IMPORTANT THINGS?

AND I THINK THAT'S A GOOD REMINDER FOR US LIKE JACKIE JUST MENTIONED, STUFF THAT THE TEAM LIVES OR STUFF FROM PEOPLE IN THE INDUSTRY, WE KIND OF KNOW PROCESS.

THIS IS SO NEW FOR THE COMMUNITY.

HOW DO WE GROUND EVERY ONE AROUND TWO OR THREE INCREDIBLY IMPORTANT MILESTONES AND MANAGE OUR ENTIRE PROGRAM AROUND THOSE MILESTONES.

SO THE FIRST ONE TO HIGHLIGHT IS WHEN THE CAPMETRO BOARD APPROVED AND ACCOUNTANT AFFIRMED SUPPORT FOR WHAT REFERRED TO IN THE FEDERAL PROCESS AND LOCAL PREFERRED ALTERNATIVES.

AND THROUGH THOSE THERE WAS A WHOLE PREFERRED ALTERNATIVE PROCESS SO SHOULD STUFF ARE ELEVATED OR AT GRADE OR UNDERGROUND, WHAT STREETS, CORRIDOR, THINGS SHOULD BE ON, THOSE TYPES OF THINGS.

AND THAT WAS A LONG PROCESS OVER ABOUT A YEAR AND A HALF PROCESS FOR BOTH ORANGE AND BLUE.

IT WAS HOW WE GOT TO DECIDE WHICH CORRIDOR WAS HAPPENING AND WHICH MODE.

BOARD MEMBER STRATTON AND THE MAYOR WOULD REMEMBER THIS THE MOST, WHICH IS ENORMOUS AMOUNT OF CONVERSATION AND BRT VERSUS LIGHT RAIL, GUAD VERSE RIVERSIDE OR LIGHT RAIL, ETCETERA.

SO THAT LANDED ON PREFERRED ALTERNATIVES AND THAT IS AN IMPORTANT STEP IN THE FTA PROCESS.

FROM THERE THE COMMUNITY PASSED SUPPORT FOR THE REFERENDUM FOR THE PROJECT CONNECT PLAN, AND THAT WAS OBVIOUSLY INCREDIBLY IMPORTANT BECAUSE IT NOT ONLY ACONFIRMED COMMUNITY SUPPORT FOR THE LOCAL ALTERNATIVES, IT DEDICATED THE LOCAL FUNDING SOURCE FOR US TO HAVE YOUR LOCAL MODEL ON AND TO GIVE US DIRECTION TO MOVE FORWARD

IN THE FEDERAL PROCESS TO GIVE THE FULL FUNDING CIG PROCESS, CAPITAL INVESTMENT GRANT PROGRAM TO END UP WITH A FULL FUNDING GRANT AGREEMENT FROM THE FTA.

SO THOSE TWO THINGS ARE PAST TENSE BUT THEY ARE IMPORTANT BECAUSE THEY ARE THE FOUNDATIONS OF EVERYTHING THAT WE ARE DOING FOR THIS PROGRAM.

THE THREE THINGS THAT WE WANT TO FOCUS THE ESPECIALLY TIRE BOARD, COMMUNITY, BECAUSE THIS IS HOW THE STAFF IS FOCUSED AND WE'RE GOING TO BRING BACK KIND OF ACTIONS AND INFORMATION GOING FORWARD TO THE BOARD THAT WE CAN CONTINUALLY GET EVERYONE FOCUS AROUND THREE BIG MILESTONES AND THESE MILESTONES ARE WHERE ALL OF OUR RISKS ARE AND WHERE WE NEED TO BE FOCUSED ON HOW TO MANAGE THE OVERALL PROGRAM.

AND THE FIRST ONE IS THE NEPA RECORD OF DECISION.

AND OUR GOAL IS TO GET THAT FINALIZED IN WINTER 2023.

SO I DON'T KNOW IF THAT'S GOING TO BE JANUARY, FEBRUARY, MARCH, IN THAT PERIOD OF TIME WE WANT TO LOCK IN RECORD OF DECISION FOR THE ORANGE AND BLUE LINE AND WE ARE IN VERY DEEP CONVERSATIONS ALREADY WITH THE FTA BOTH REGION AND HEADQUARTERS ON THAT PROCESS.

WE'RE OBVIOUSLY DOING AN ENORMOUS AMOUNT OF COMMUNITY ENGAGEMENT ON THAT PROCESS.

JACKIE IS LEADING THAT EFFORT.

AND THAT'S EVERYTHING FROM THE PLEASANT VALLEY WORKSHOPS TO JUST OUR REGULAR COMMUNITY MEETINGS AND ON AND ON AND ON.

ENORMOUS AMOUNT OF WORK GOING ON WITH OUR CITY PARTNER.

GINA'S TEAM HAS BEEN JUST FANTASTIC WORKING THROUGH THAT PART OF THE NEPA PROCESS SO THAT IS IMPORTANT THAT WE'RE DOING OUR WORK TO GET TO THE NEPA DECISION.

ONCE WITH HE GET THAT DECISION IT WILL ALLOW US TO MOVE INTO AN INCREDIBLY IMPORTANT POINT FOR FTA AND THAT IS MOVING FROM PROJECT DEVELOPMENT WE WERE IN, AND IN PROJECT DEVELOPMENT WE HAVE 24 MONTHS TO GET OUT OF PROJECT DEVELOPMENT.

THERE'S A CLOCK AND IT'S TICKING.

THAT'S THE LAW.

ONCE WE'RE IN WE'RE IN FOR THAT PERIOD OF TIME.

THAT GETS US INTO PROJECT ENGINEERING, WHAT THE FTA WOULD CALL PE, BY SUMMER 2023.

THAT IS INCREDIBLY IMPORTANT BECAUSE WE GOT OUR NEPA PROCESS LOCKED IN, WE'RE INTO PROJECT ENGINEERING.

WE'RE REALLY GOING IN DEEP RISK ANALYSIS WITH THE FTA.

ALL OF THAT GETS US ON OUR CLOCK AND WE'VE GOT TO GET SUMMER OF 2023 TO BE LISTED IN THE FTA'S BOOK BECAUSE THEY PUBLISH A BOOK OF RATINGS IN AUGUST EVERY YEAR AND THAT AUGUST TIMETABLE DELIVERS WHAT THE PRESIDENT'S BUDGET WILL BE FOR THE NEXT YEAR AND IF YOU'RE NOT IN BUDGET AND EVENTUALLY GET LISTED YOU CAN'T HAVE FUNDING IN THE NEXT FISCAL CYCLE.

SO EVERYTHING IS ABOUT GETTING INTO PROJECT ENGINEERING TO GET OUR RATING FOR AUGUST SO WHEN WE'RE INTO THE NEXT YEAR'S FISCAL BOOK IN THE FEDERAL GOVERNMENT.

WHEN THAT HAPPENS THAT ALLOWS US TO WRAP UP OUR RISK WORKSHOP AND ALL OF THE RISK ASPECTS WITH FTA.

FINALIZE OUR ACTUAL NUMBERS AND GET INTO WHAT'S CALLED THE SIGNING OF A FULL FUNDING GRANT AGREEMENT.

WE WILL OBVIOUSLY START SOME CONSTRUCTION BEFORE WE GET TO AN FTGA.

THEY WILL WANT TO SEE A SIGNIFICANT INVESTMENT MOVING FORWARD BEFORE THE SIGNATURE AGREEMENT BUT THAT IS FALL 2024.

AND THOSE THINGS ARE INCREDIBLY IMPORTANT BECAUSE THE FEDERAL SIDE WE ARE ASSUMING A 45% SHARE FOR THE RAIL PROGRAM.

SO ANY DELAY IN THE FUNDING AGREEMENT CHANGES OUR ENTIRE FISCAL MODEL.

SO IF OUR GOAL IS TO LOCK IN INCREDIBLE, GREAT PARTNERSHIP WITH THE FEDS FOR A FULL FUNDING GRANT AGREEMENT, WE BACK UP AND HAVE OUR PROJECT ENGINEERING AT A CERTAIN DATE AND WE NEED A RECORD DECISION BY A CERTAIN TIME FRAME.

SO THAT I WANT TO GROUND THE BOARD AND COMMUNITY.

I KNOW WE'VE TALKED THROUGH THIS BUT THERE'S BEEN A LOT OF DATES AND DIAGRAMS.

WE WANT TO REALLY JUST GROUND EVERYONE IN THESE THREE DATES, THREE MILESTONES AND THAT IS WHAT THE TEAM IS WORKING ON ALL DAY EVERYDAY.

HOW TO WORK THROUGH VERY SMOOTHLY, PURPOSEFULLY AND WITH THE COMMUNITY THROUGH THOSE THREE MILESTONES.

THE NEXT SLIDE, PLEASE.

SO TO GET THAT WE HAVE TO OBVIOUSLY CONTINUE TO BUILD THE TEAM AND THE RESOURCES.

SO SINCE ATP STARTED, WHICH IS JANUARY 1<sup>st</sup>, AND I BELIEVE CASEY WAS EMPLOYEE 001 I THINK IS THE EMPLOYEE NUMBER.

THAT WAS MID JANUARY.

WE'RE UP TO 40 PEOPLE HIRED AT ATP, WHICH IS AN ENORMOUS AMOUNT OF EFFORT AND I JUST THANK THE PEOPLE AND CULTURE TEAM AND EVERYONE WITH THE ONBOARDING PROCESS.

IT'S BEEN QUITE AN EFFORT AND WE HAVE AS YOU'VE ALL SEEN PEOPLE FROM DALLAS AND PHOENIX AND NEW YORK AND A FEW PEOPLE FROM THE STIP, MAYOR, HAVE COME TO JOIN THE TEAM AS WELL.

JUST A GREAT GROUP OF PEOPLE THAT HAVE JOINED THIS ORGANIZATION AND REALLY COMMITTED TO THE PROGRAM.

WE HAVE OVER 300 YEARS OF EXPERIENCE MOVING FORWARD ON THE PROGRAM AND THAT'S INCREDIBLE BECAUSE IN THE FTA PROCESS ONE OF THE THINGS THAT THEY'LL BE LOOKING AT IS WHAT IS YOUR LOCAL FUNDING COMMITMENT?



WE THINK WE HAVE ONE OF THE BEST BOXES EVERY CHECKED FROM THE FTA PROCESS GOING FORWARD, BUT ON THE OTHER SIDE IT'S TECHNICAL CAPACITY.

AND WE HAVE NOT DONE THESE TYPES OF PROJECTS HERE IN AUSTIN SO WE NEED TO BUILD A GREAT TEAM TO BUY-DOWN THAT RISK FROM FTA SO SHOW YOU HAVE SKILLED PEOPLE TO DO THIS TYPE OF WORK IN OTHER TYPES OF INDUSTRY AND WE HAVE REALLY BUILT A GOOD TEAM.

THE TEAM IS NOT BY ITSELF, THOUGH.

WE'RE STILL LOOKING FOR A FEW TEAM MEMBERS AND OVER THE COURSE OF A DECADE I'M SURE WE'LL BE ADDING OTHER TEAM MEMBERS, BUT THEN WE NEED A LOT OF GOOD CONSULTANT OR PROFESSIONAL SERVICES AROUND US.

SO LEGAL SERVICES AND THAT ACTION WILL BE IN FRONT OF YOU TODAY AND THAT IS 18 CREDIBLY IMPORTANT THING.

WE HAVE REAL ESTATE WORK TO DO, FTA WORK TO DO.

WE HAVE PROCUREMENT WORK TO DO.

REALLY DETAILED, COMPLICATED STUFF THAT WE NEED A LOT OF LEGAL ASSISTANCE.

CASEY AND BRENDAN ARE DOING A GREAT JOB BUT WE NEED MORE OF THEM TO DO THIS PROGRAM.

RISK ANALYSIS.

WE'VE TALKED ABOUT THIS BECAUSE IT WAS BROUGHT UP MULTIPLE TIMES.

THAT PROCUREMENT HAS GONE OUT.

WE EXPECT TO BRING THIS BOARD, AN ACTION ITEM IN JANUARY TO BRING SOMEONE ON BOARD TO HELP US REALLY BUILD OUR RISK PROCESS, OUR RISK REGISTER, HOW WE ARE GOING THROUGH CONSTRUCTION PACKAGE METHODOLOGY, SPLITTING OF CONTRACTS, ALL OF THAT TYPE OF THING.

THEY CAN LOOK AT IT FROM THAT DIFFERENT KIND OF LENS.

AND OBVIOUSLY WE NEED A LOT OF REAL ESTATE SERVICES SUPPORT AND WE LOOK TO BRING THAT BACK PROBABLY IN THE FEBRUARY TIME FRAME TO THE BOARD FOR IDEAL ACTION.

THERE ARE OTHERS BUT I WANT TO FLAG AND HIGHLIGHT THOSE THREE SPECIFIC ACTIONS BECAUSE I THINK IT'S FORESHADOWING THINGS WE WANT TO TAKE TO THE BOARD AND HOW WE ARE AGAIN BUILDING THE TEAM.

I'VE USED THE TERM CRAWL, WALK, RUN.

FOR A BASEBALL TERMINOLOGY I NEED MORE FOR THIS PROGRAM UNLESS IT GETS OLD.

BUT AS MUCH AS WE'VE HAD AN AMAZING YEAR OF MOVING THE PROGRAM FORWARD WE ARE STILL EARLY IN THE PROGRAM AND I KNOW THAT A LOT OF PEOPLE SAY WHERE IS THIS, THIS, THIS.

WE CONTINUE TO BUILD THE RESOURCES NEEDED TO DO THE WORK, TO BRING PEOPLE GOOD INFORMATION TO ULTIMATELY BRING TO THIS GROUP OF PEOPLE TO MAKE COMPLICATED DECISIONS.

I WANTED TO HIGHLIGHT WHERE THE STAFF IS WORKING EVERYDAY.

THE NEXT SLIDE IS A PREVIEW OF DECEMBER.

SO WE WILL LOOK AT THIS A LITTLE BIT MORE PROGRAMMATICALLY IN DECEMBER.

WE'LL GO THROUGH A DEEPER DIVE.

PRETEND I'M AT THE 20,000-FOOT LEVEL TO MAKE IT EASY.

DAVE, MAYBE JOHN, BRIAN BUCHANAN FROM HDR IS OUR PMOR.

A FEW PEOPLE LIKE THAT WILL BE COMING IN DECEMBER AND GOING FROM 20,000 FEET TO MAYBE LIKE 5,000 AND THEN THROUGHOUT THE REST OF THE -- INTO 22 WE'LL BE GOING INTO THE 1,000-FOOT LEVEL GETTING MORE GRANULAR BY TOPIC.

SO DAVE WILL WRAP EVERYONE AROUND AGAIN JUST QUICKLY THE RECAP OF HOW THE LPA PROCESS WORKED AND REMIND EVERYONE IN COMMUNITY THAT WE JUST DIDN'T START IN JANUARY, WE STARTED SEVERAL YEARS AGO AND THIS IS WHERE WE ARE IN PROCESS.

AGAIN, A LITTLE MORE INFORMATION ON THE NEPA RECORD OF DECISION, HOW THAT ACTUALLY WORKS AND HOW WE'LL GO FROM A DRAFT EIS DOCUMENT TO A FINAL AND HOW THAT WORKS.

OUT THE FTA CAPITAL INVESTMENT GRANT PROGRAM FULLY WORKS AND THE DETAILS.

A LITTLE BIT AGAIN ON RISK AND HOW THEY DO THE RISK WORKSHOP AND ANALYZE OUR FUNDING, HOW THEY'LL ANALYZE CAPMETRO'S PERFORMANCE, TRIENNIAL REVIEWS, STUFF LIKE THAT, AND THEN START BREAKING DOWN TOPICS LIKE RISK AND OPPORTUNITIES AND THOSE ARE THINGS LIKE REVENUE, COST, CONSTRUCTION METHODOLOGIES, THINGS LIKE THAT, THAT WILL THEN GET EXPLORED JANUARY, FEBRUARY, MARCH, APRIL, MAY, THOSE TIME PHRASE AS WE DRILL DOWN INTO THOSE TYPE OF TOPICS.

TUNNELING.

SINGLE VERSUS DUAL BOARD TUNNELING.

THINGS LIKE REAL ESTATE, THOSE TYPES OF THEMES WE'LL ARE TO BRING TO THE BOARD ON A DEEPER DETAIL THAT WE'LL WANT TO FLESH OUT THE OPPORTUNITIES AND RISKS RELATED TO THOSE TOPICS.

AND THEN LASTLY -- THAT'S AGAIN THE GROUNDING.

JUST MAKE WE'RE SURE ALL ON THE SAME PAGE.

I VALUE ANY CONVERSATION YOU WANT TO HAVE ON THAT.

AND I WANT TO HIGHLIGHT A GREAT EVENT WE HAD ON OCTOBER 13TH.

THIS WAS A TEAM EVENT THAT WE HAD OUTSIDE OF OUR NEW OFFICE SPACE ON COLORADO.

AND WE HAD OVER 150 PEOPLE SHOW UP AND I WILL SAY THAT THIS WAS GREAT.

WE HAD EVERYTHING FROM -- I HAD AN 11-YEAR-OLD COME AND TALK ABOUT HOW HE CAN'T WAIT TO BE ON TRAINS TO EVERY VENDOR IN THE WORLD COMING TO LOOK FOR CONTRACTS TO A BUNCH OF COMMUNITY MEMBERS AND THERE'S A GROUP OF STUDENTS.

SO PEOPLE ARE INTO THE PROGRAM, PEOPLE ARE HAPPY THAT WE'RE

MOVING THIS PROGRAM ALONG AND EXCITED TO PARTICIPATE.

SO I WANT TO THANK STAFF FOR ALL THE WORK THEY DID TO PUT THAT EVENT TOGETHER.

WE PLAN ON DOING A LOT MORE OF THOSE AND ACTIVATING BOTH THERE AND AROUND THE COMMUNITY AS WE MOVE FORWARD.

SO WITH THAT, CHAIR, THAT IS MY ED REPORT AGAIN TRYING TO SET THE FRAMEWORK OF HOW WE WANT TO MOVE ITEMS TO THE BOARD, BUT I WELCOME ANY THOUGHTS OR CONVERSATION OR THINGS THAT WE CAN HELP THE BOARD WITH AS WE MOVE THROUGH THAT PROCESS.

>> Chair: THANK YOU, MR. CLARKE.

DO WE HAVE ANY QUESTIONS FOR MR. CLARKE?

YES, BOARD MEMBER ELKINS?

>> ELKINS: FIRST JUST A COMMENT.

THANK YOU VERY MUCH, DIRECTOR CLARKE.

I THINK IT'S EASY FOR US TO SIT HERE AND ASK FOR ALL THIS INFORMATION, BUT WE ALWAYS NEXT SLIDE TO KEEP IN PERSPECTIVE WHERE WE ARE.

WE'RE 10, 11 MONTHS INTO THIS PROGRAM AND WE NEED TO ACKNOWLEDGE THE PROGRESS THAT'S BEEN MADE TODAY, ALL THE HIRES AND THE CONSULTANTS, OFFICE SPACE, YOU NAME IT.

IT'S QUITE REMARKABLE.

AND SO IT IS HELPFUL THAT YOU GROUND US IN WHERE WE ARE AND HOW FAR WE'VE COME AND WHERE WE'RE GOING TO BE.

AND I'M REALLY GRATEFUL TO SEE YOU TALK ABOUT THE RISK AND THE OPPORTUNITIES BECAUSE I THINK LARGELY HOW WE AS A BOARD AND HOW STAFF MANAGES AND ALLOCATES RISK AND OPPORTUNITIES, LARGELY IT'S GOING TO DETERMINE HOW THIS PROGRAM'S ULTIMATE SUCCESS IS GOING TO BE.

IF YOU TAKE A LOOK AT OTHER TRANSIT SYSTEMS AROUND THE COUNTRY THAT HAVE MAYBE HAD SOME HICCUPS IT'S BECAUSE THEY DIDN'T MANAGE RISK WELL.

AND THE FACT THAT WE'RE FOCUSING ON THAT VERY EARLY I THINK IS GOING TO BE A GOOD HELP IN OUR SUCCESS.

THANKS.

>> Chair: THANK YOU.

NO MORE QUESTIONS?

I KNOW THIS IS SOMETHING THAT I DIDN'T SEE A PHOTO OF IT INCLUDED, BUT I KNOW YOU ALSO DID WITH CAPITAL METRO THE DOUBLE TRACKING.

YOU HAD AN EVENT THERE IN LEANDER.

>> CLARKE: WE DID.

I THINK DAVE MIGHT HAVE MENTIONED THIS IN HIS PIECE BUT I'LL STEAL HIS THUNDER SINCE I'M UP HERE RIGHT NOW AND DAVE WILL BE HAPPY WITH THAT.

[LAUGHTER].

WE DID OUR KICKOFF ON THE DOUBLE TRACKING PROJECT, SO MR. STRATTON WAS UP THERE AND THAT WAS ONE OF THE PROGRAMS THAT WE WERE DOING IN THE SEQUENCE PLAN WITH THE VOTERS AND AGAIN ON SCHEDULE SO THAT IS OUR THREE PICKUP ZONES.

WE'VE HIT THE SCHEDULE.

AS WE SAID WE'RE COMMITTED TO DOING.

THE RED LINE DOUBLE TRACKING WE'RE ON SCHEDULE AS WE SAID.

THE CAPMETRO BOARD, LAST BOARD MEETING PROCURED THE NEW ELECTRIC BUSES FOR THE TWO -- THREE METRORAPID LINES AND THAT'S DONE ON SCHEDULE.

SO I'M REALLY PROUD OF THE TEAM.

EVERY SINGLE ITEM THAT WE WERE COMMITTED ON THE SEQUENCE PLAN WE ARE ACTUALLY ON SCHEDULE FOR.

SO THE TEAM IS DOING A GREAT JOB SO THANKS FOR RECOGNIZING THAT, CHAIR.

>> AND I THINK IT'S IMPORTANT TO MENTION THAT AGAIN AS PART OF THE PROGRAM THESE ARE ALL EMMITTS THAT ARE CONNECTED AS PART OF THAT ECOSYSTEM.

SO THANK YOU.

AND WITH THAT, IF THERE ARE NO FURTHER QUESTIONS FOR MR. CLARKE, I'M GOING TO MOVE ON TO OUR MONTHLY PROGRAM UPDATES. TODAY WE HAVE MS. JACKIE NIRENBERG AGAIN.

>> THANK YOU, GOOD AFTERNOON AGAIN, BOARD MEMBERS.

IT IS MY PLEASURE TO PRESENT OUR MONTHLY COMMUNITY ENGAGEMENT UPDATE.

SO WE HAD -- SPEAKING OF METRO RAIL, WE HAD A METRO RAIL COMMUNITY UPDATE ON SEPTEMBER THE TENTH WITH 109 PEOPLE PARTICIPATING IN THAT.

WE HAD ON THE SAME DAY A SIMILAR VIRTUAL COMMUNITY UPDATE FOR OUR METRORAPID SERVICES, OUR NEW LINES.

AND WE HAD 41 PEOPLE PARTICIPATING IN THAT.

THEN WE HAD A COMMUNITY DESIGN WORKSHOP FOR THE PLEASANT VALLEY, EAST RIVERSIDE BLUE LINE STATION, HAD 92 PEOPLE PARTICIPATE IN THAT AND HAD SOME WONDERFUL CONVERSATION.

PETER MULLAN, OUR CHIEF ARCHITECT, IS GOING TO BE TALKING A LITTLE BIT ABOUT WHAT WE HEARD AT THAT COMMUNITY DESIGN WORKSHOP.

WE ALSO HAD A VIRTUAL COMMUNITY UPDATE ON THE JOINT POWERS AGREEMENT.

THAT TOOK PLACE ON OCTOBER THE FIFTH.

WE HAD 29 COMMUNITY MEMBERS PARTICIPATE IN THAT.

AND THEN MOST RECENTLY WE HAD A BLUE LINE BRIDGE COMMUNITY WORKSHOP, IT WAS VERY POPULAR.

HAD 191 PEOPLE PARTICIPATE IN THAT WITH FIVE BREAKOUT SESSIONS.

SO PEOPLE ARE DEFINITELY ENGAGED.

THESE ARE CONVERSATIONS THAT ARE HAVING A VERY SPECIFIC PARTS OF THE CORRIDORS SO TO HAVE ALMOST 200 PEOPLE WANT TO PARTICIPATE IN A VERY SPECIFIC ITEM ON THE BLUE LINE CORRIDOR WAS VERY EXCITING AND CLEARLY COMMUNITY IS ENGAGED AND LOOKING FORWARD TO PARTICIPATING MORE.

WE ALSO HAD AN INTERAGENCY TECHNICAL ADVISORY GROUP MEETING ON THE 5TH OF OCTOBER.

WE HAD OUR ENGINEERING, ARCHITECTURE AND CONSTRUCTION ADVISORY COMMITTEE MEETING ON THE 6TH.

THE PSEC COMMITTEE MEETING ON THE SECOND.

WE HAD COMMUNITY ADVISORY COMMITTEE MEETING ALSO ON THE 7TH.

LISTE PLEASANT VALLEY.

SO THERE ARE TWO ELEVATORS ON EITHER SIDE OF PLEASANT VALLEY TO MAKE THAT TRANSITION.

THERE ARE A SERIES OF RAMPS THAT CAN BRING YOU DOWN.

ONE OF THE ASPECTS OF THIS SCHEMA IS THAT THE BUS STOPS FOR METRORAPID WOULD BE LOCATED ON THE NORTHSIDE OF RIVERSIDE SO THERE'S A LITTLE BIT OF A GREATER SEPARATION BETWEEN THE BUS STOPS AND THE LIGHT RAIL STOP.

AND THE REASON FOR THAT IS BECAUSE OF THE SLOPE OF THE MEDIAN AT PLEASANT VALLEY WE COULDN'T CREATE A TRULY ACCESSIBLE BUS STOP ON THE MEDIAN ITSELF, RIGHT?

SO WE WOULD HAVE TO PUT THAT AT A FLATTER SPOT TO MAKE THAT REALLY ACCESSIBLE.

SO JUST INCREASES A LITTLE BIT OF THE CONNECTION TIME BETWEEN THOSE TWO MODES.

HERE'S A CROSS-SECTION THROUGH THE SLOPE OF PLEASANT VALLEY. SO LOOKING ESSENTIALLY TO THE EAST.

YOU CAN SEE HOW THE TRAIN IS BASICALLY PASSING UNDERNEATH PLEASANT VALLEY AND YOU GET A LITTLE BIT OF A SENSE OF THE SLOPE OF PLEASANT VALLEY ITSELF.

IT'S AN EXISTING EIGHT PERCENT AND WE CAN'T REALLY CHANGE THAT SLOPE BECAUSE OBVIOUSLY IT HAS TO CONNECT AT EITHER END.

SO NOT IDEAL TO HAVE A BUS STOP ON THAT SLOPE.

THIS IS A RENDERED VIEW OF MORE DETAIL BUT HOW THAT WOULD WORK.

ONE OF THE THINGS THAT WE ARE PROPOSING OR CONSIDERING IS ESSENTIALLY TAKING THE ROADWAY AND THEN EXPANDING THE LANDSCAPE ON EITHER SIDE OF THE ROADWAY SO AGAIN FROM THE POINT OF VIEW OF A PEDESTRIAN FIRST OF ALL IT GIVES US MORE SPACE FOR PEDESTRIANS TO BE ABLE TO NAVIGATE DOWN THE HILL, BUT THE IDEA IS TRYING TO ENHANCE THE PEDESTRIAN EXPERIENCE SO THAT IT'S NOT JUST -- YOU'RE NOT JUST ALWAYS AT THE EDGE OF A VERY FAST-MOVING VEHICULAR HIGHWAY, RIGHT?

VEHICULAR STREET.

SO JUST INCREASE THE BENEFITS OF PEDESTRIANS WHO ARE MAKING THE CONNECTIONS BETWEEN THESE DIFFERENT MODES AND TO CREATE A BIT OF PLACE.

OKAY.

SO THAT'S OPTION ONE, BLUE LINE UNDERPASS.

THE SECOND OPTION IS THE AT-GRADE TRANSIT PLAZA.

AND THIS -- AGAIN YOU CAN SEE THE BLUE LINE, WHICH IS ESSENTIALLY ON THE -- SLIGHTLY ON THE EASTERN SIDE OF THE INTERSECTION WITH PLEASANT VALLEY.

AND ONE OF THE -- THERE ARE A COUPLE OF KEY MOVES HERE THAT WE ARE PROPOSING AS POSSIBILITIES, OPPORTUNITIES.

ONE IS THAT WE ARE ACTUALLY DIVERTING THE PLEASANT VALLEY VEHICULAR LANES AROUND THE MEDIAN TO CREATE KIND OF EXTENDED ROUNDABOUT OR SOMEBODY DESCRIBED AN AVOID ABOUT TO BRING THE TRAFFIC AROUND THE MEDIAN.

THIS IS AN IDEA THAT HAS BEEN -- THAT WE DIDN'T COME UP WITH.

THIS CAME OUT OF THE CORRIDOR PROGRAM, SOME DESIGNS FOR THAT A NUMBER OF YEARS AGO.

SO WE'VE TRIED TO TAKE THAT IDEA AND DEVELOP IT A LITTLE BIT.

WE WOULD ALSO BE CREATING A DEDICATED BUS LANE THAT ALSO CONTINUES AROUND THAT MEDIAN.

YOU CAN SEE THAT PINK LANE.

AND AS PART OF THAT WE WOULD CREATE KIND OF A DEDICATED BUS STOP ON THE NORTHSIDE OF RIVERSIDE, BASICALLY ADJACENT TO THE LIGHT RAIL STOP.

SO THAT ADJACENCY AT THE NORTHSIDE OF THE MEDIAN WOULD CREATE A SORT OF PLAZA PLACE TO CREATE THAT VERY EASY TRANSFER BETWEEN BUSES AND LIGHT RAIL.

WE DO HAVE SOME ADDITIONAL VEHICULAR CROSSINGS AT LIGHT RAIL SO THAT IS SOMETHING WE WOULD HAVE TO MANAGE AND THERE ARE SOME IMPACTS TO THE VEHICULAR TRAVEL TIME AROUND THE MEDIAN BECAUSE IT'S A LONGER TRIP TO GET ACROSS RIVERSIDE.

AND HERE IS A RENDERED VIEW OF THAT.

I THINK ONE OF THE BENEFITS OF THIS IN ADDITION TO CREATING THAT REALLY CONCENTRATED TRANSIT PLAZA SPACE ON THE NORTHSIDE OF THE MEDIAN IS THAT WE COULD USE THE SOUTHERN PART OF THE MEDIAN FOR A MORE INTENSIVE, MORE HIGHLY PERFORMING LANDSCAPE JUST IN TERMS OF WATER MANAGEMENT AND OTHER ECOLOGICAL FUNCTIONS.

WITH THE PEDESTRIAN AND CYCLING PATHS KIND OF MOVING THROUGH THAT.

SO WE PRESENTED BOTH THESE OPTIONS TO THE COMMUNITY AND GOT THEIR FEEDBACK, AND THEY'RE VERY DIFFERENT.

AND I WILL SAY WE WERE A LITTLE NERVOUS ABOUT THE VOLUME

OF INFORMATION THAT WE WERE TRYING TO SHARE AND THE COMPLEXITY OF ISSUES.

FROM THE FEEDBACK WE GOT WE REALLY GOT THE SENSE THAT PEOPLE UNDERSTOOD WHAT WE WERE DOING AND TRYING TO ACCOMPLISH AND THE DIFFERENCES BETWEEN THE SCHEMES BECAUSE WE HAD A REALLY INFORMED CONVERSATION WHICH I WILL SAY THAT WAS THE MOST GRATIFYING THING ABOUT THIS EXPERIENCE IS THAT WE FELT LIKE PEOPLE REALLY UNDERSTOOD WHAT WE WERE TRYING TO PRESENT WHICH IS ALWAYS AN ISSUE.

ONE OF THE THINGS -- SOME OF THE THINGS WE HEARD -- AGAIN, NOT INCONSISTENT WITH WHAT WE EXPECTED.

FOR OPTION NUMBER ONE, THE UNDERPASS SCHEME, CERTAINLY CONCERNS ABOUT SOME OF THE PEDESTRIAN CROSSINGS JUST BECAUSE THERE ARE MORE ROADWAYS PASSING THROUGH SOME OF THESE PEDESTRIAN ROUTES.

AND CONCERNS ABOUT ELEVATORS.

ACTUALLY, THIS IS A CONSISTENT THEME.

NOBODY LIKES PUBLIC ELEVATORS.

THEY BREAK, THEY ARE PERCEIVED TO BE UNSAFE SO I THINK THAT'S SOMETHING WE'RE GOING TO HAVE THEM SOMEWHERE IN THE SYSTEM AS SOMETHING WE'LL HAVE TO ADDRESS THROUGH DESIGN.

SO IT'S GOOD FEEDBACK TO GET THAT APPLIES ELSEWHERE.

AND THERE IS SOME CONCERN ABOUT ACCESSIBILITY JUST BECAUSE OF THE SLOPE ON PLEASANT VALLEY AND HOW YOU NAVIGATE THAT VERTICAL CIRCULATION DIFFERENCE.

YOU KNOW, IN OPTION 2 I THINK THAT THERE ARE SOME CONCERN ABOUT THE IMPACTS OF THE AVOID-ABOUT ON TRAFFIC AND CONCERNS ABOUT SOME OF THE EXCHANGES AROUND HOW IS THAT TRAFFIC GOING TO INTERACT WITH THE PEDESTRIAN CROSSINGS.

BUT I THINK IN ACKNOWLEDGMENT THAT IT'S REALLY BETTER FOR TRANSIT BECAUSE OF THE PROXIMITY OF THE MODES.

SO I THINK REALLY HELPFUL AND POSITIVE CONSTRUCTIVE FEEDBACK.

AND AGAIN, IT WAS IMPORTANT FOR US AND WE TRY TO MAKE THIS CLEAR, WE WEREN'T ASKING FOR PEOPLE TO CHOOSE ONE WAY OR THE OTHER.

NATURALLY PEOPLE EXPRESSED THEIR PREFERENCE, BUT THE POINT WAS WE WANT TO MAKE BOTH OF THESE OPTIONS AS GOOD AS THEY CAN BE BECAUSE WE THOUGHT IT WOULD BE IMPORTANT TO CARRY THEM FORWARD BECAUSE THERE WASN'T A CLEAR CHOICE.

AND SO THAT WE CAN CONTINUE TO STUDY THE VARIOUS BENEFITS AND PROS AND CONS OF BOTH.

ANYWAY, THERE'S MORE DETAIL ON THIS, BUT I THINK THINGS THAT WILL REALLY HELP US AS WE CONTINUE TO DEVELOP THESE OPTIONS SO THAT WHEN WE GET TO A POINT WHEN WE HAVE TO CHOOSE WHEN WE'RE DOING IT IN AN INFORMED AND CONSENSUS-BUILDING WAY.

SO HAPPY TO TAKE ANY QUESTIONS OR GET YOUR THOUGHTS ABOUT THIS AND WE'LL BE DOING SIMILAR KIND OF EXERCISES WITH OTHER AREAS

OF THE PROGRAM.

YOU KNOW, THEY'RE ALWAYS GOING TO BE TAILORED TO THE CHALLENGES AND OPPORTUNITIES OF THE SPECIFIC AREA THAT WE'RE TALKING ABOUT, BUT PROVING SO FAR TO BE A REALLY PRODUCTIVE MODEL.

>> IS THANK YOU SO MUCH MR. MULLAN.

DOES THIS CONCLUDE YOUR PRESENTATION?

>> THIS DOES CONCLUDE MY PRESENTATION.

>> Chair: THANK YOU.

THIS IS REALLY GREAT WORK, THANK YOU.

DO WE HAVE ANY COMMENTS, QUESTIONS?

YES, MAYOR ADLER.

>> I ALWAYS LIKE THAT YOU GO LAST BECAUSE -- [LAUGHTER]. IT'S LIKE THERE ARE PICTURES AND I WANT TO SHOW THEM TO

PEOPLE.

>> SO INSPIRATIONAL.

>> GOT TO EAT THE BRUSSEL SPROUTS BEFORE YOU GET TO THE DESSERT.

[LAUGHTER].

>> AND THAT'S HOW IT FEELS.

IT'S OBVIOUS.

SO TO THE DEGREE THAT WHAT YOU WERE SHOWING TO US IS THE PROCESS THAT YOU'RE DOING TO ENGAGE THE COMMUNITY AND TO MOVE THE PROCESS FORWARD WELL TAKEN.

AND I APPRECIATE THAT.

AND I'M EXCITED THAT THE COMMUNITY HAS EVOLVED AND ANXIOUS TO SEE HOW THAT TURNS OUT.

TO THE DEGREE THAT YOU PRESENTED THIS TO US SO THAT WE AS PART OF THE PUBLIC COULD LIKE ENGAGE SUBSTANTIVELY, I DID HAVE A QUICK QUESTION ON OPTION 2.

>> GREAT.

>> IS IT REQUIRED THAT IT HAVE AN AT-GRADE CROSSING?

CAN YOU DO SOMETHING LIKE OPTION TWO THAT HAS THE ADVANTAGE OF THE CONNECTIVITY WITH THE BUSES, WITH THE RAIL THAT HAS THAT CIRCLE, WHICH I THINK OVER TIME WOULD ACTUALLY BE KIND OF A NEAT THING FOR PEOPLE TO DO.

AND I RECOGNIZE THAT IT SLOWS PEOPLE DOWN A LITTLE BIT, BUT IT'S A NEAT MOVEMENT TO BE INVOLVED IN THAT KIND OF CIRCULAR MOVEMENT.

I'M ALWAYS NERVOUS ABOUT AT-GRADE TRAIN CROSSINGS, SO I DIDN'T KNOW IF THERE WAS AN OPTION THAT BEGAN TO ELEVATE THE TURN LANES SO THAT THEY COULD JUST CLEAR THE CARS AND THEN COME BACK DOWN JUST BECAUSE THOSE THINGS MAKE ME NERVOUS.

>> THAT'S A GREAT QUESTION AND I WILL SAY THAT THE -- IT'S SOMETHING THAT WE CAN CONTINUE TO LOOK AT AND WE'VE STUDIED A LOT OF DIFFERENT STRATEGIES FOR HOW TO MAKE THESE DIFFERENT SYSTEMS WORK



TOGETHER AS SAFELY AND SEAMLESSLY AS POSSIBLE.

THE CHALLENGE I WILL TELL YOU THE TOPOGRAPHY HERE IS MORE CHALLENGING THAN YOU WOULD EVER THINK JUST BECAUSE MAKING CURVES HORIZONTALLY AND ON A VERTICAL SLOPE IT PROVIDES A LOT OF LIMITATIONS BASED ON, YOU KNOW, BASICALLY VEHICULAR STANDARDS AND ROADWAY STANDARDS, AND IT JUST MEANS THAT YOU WOULD HAVE TO HAVE WIDER RADII ON THE TURNS TO BASICALLY MANAGE THAT.

AND WE DON'T HAVE THAT MUCH SPACE TO BE ABLE TO MANAGE THE TOPOGRAPHY AND MAKE THOSE KINDS OF ADJUSTMENTS.

SO I WOULD SAY I THINK IT'S UNLIKELY.

I DO THINK THAT -- OBVIOUSLY WE HAVE TO DESIGN THOSE CROSSINGS WITH THE KINDS OF VISUAL CUES AND DESIGN ELEMENTS THAT DON'T REQUIRE A HIGH DEGREE OF KNOWLEDGE ABOUT WHAT'S GOING ON, RIGHT?

WE HAVE TO MAKE IT INTUITIVE FOR PEDESTRIANS AND DRIVERS SO THAT TO NOT GET INTO A CONFLICT IN THAT LOCATION, THOSE LOCATIONS.

AND THAT'S TRUE THROUGHOUT THE SYSTEM AS WELL, RIGHT?

SO I THINK WE HAVE SOME BENEFITS HERE THAT ALLOW US PARTICULARLY ON THE -- ON CERTAIN ENDS WHERE IT'S NEXT TO A STOP.

SO THIS IS A PLACE WHERE THE TRAINS ARE ALREADY STOP, SLOWING DOWN OR THEY'RE GOING FROM A STOPPING POSITION TO A MOBILE POSITION.

SO I THINK THERE ARE WAYS OF CONTROLS WE CAN PUT IN ON THE RAIL SIDE AS WELL TO HELP MANAGE THAT.

BUT THESE ARE THE KINDS OF THINGS THAT I THINK WE'RE GOING TO COME OUT AS WE MOVE THE DESIGN FORWARD IS HOW DO WE ACTUALLY MAKE SURE WE COVER ALL THOSE BASES.

>> Mayor Adler: THANK YOU.

>> Chair: THANK YOU, PETER.

I KNOW THOSE LIGHTS ARE -- I DON'T SEE THEM NUMBERED, BUT GOING BACK TO THE PLACEMAKING SLIDE WHERE YOU'RE ZOOMING OUT AND MAKING A CONNECTION WITH THE CREEK, ONE OF THE THINGS THAT -- FIRST OFF, THANK YOU SO MUCH FOR REALLY DOING THAT BECAUSE I KNOW IT'S AT WORK, PART OF THE ECOSYSTEM OF MOBILITY.

AND IDEALLY IT WOULD BE FANTASTIC IF WE COULD SEE THESE OPPORTUNITIES AND CONNECTIONS THROUGHOUT THE ENTIRE ALIGNMENT FOR THE ENTIRE PROGRAM.

SO I THINK -- THANK YOU.

LET'S NOT LOSE SIGHT OF THAT.

SO YEAH.

I REALLY LOVE THIS.

WHEN YOU GO TO THE OPTION NUMBER TWO, ONE THING THAT I REALIZED UNTIL NOW BECAUSE I DIDN'T REALLY SEE THIS WITH -- OPTION ONE THEN CONNECTS US TO THE COUNTRY CLUB CREEK BETTER THAN OPTION TWO BECAUSE WHAT I'M SEEING WITH OPTION TWO IS THAT -- YES.

WITH OPTION TWO THERE'S THE TURNAROUND THERE, BUT THEN IT IMPEDES THAT CONNECTIVITY TO THE CREEK.

SO IN THE TRADE-OFFS -- YEAH.

THAT'S A PROBLEM.

>> YOU'RE ABSOLUTELY RIGHT.

THAT'S A PINCH POINT IN OPTION 2 BECAUSE YOU'VE GOT THE TRAIL CONNECTING TO COUNTRY CLUB CREEK TRAIL, YOU'VE GOT THE TURNAROUND AND THE LIGHT RAIL ALL COMING TOGETHER AT THE SAME LOCATION.

SO I WOULD SAY THAT'S ANOTHER AREA WHERE WE HAVE TO ZOOM IN TO REALLY UNDERSTAND WITH MORE PRECISION THE DIMENSIONALITY OF ALL THOSE ELEMENTS AND HOW THEY FIT TOGETHER.

SO YES, THAT IS SURELY ONE OF THE THINGS THAT NEEDS FURTHER DEVELOPMENT ON THAT SCHEME.

>> YEAH, BECAUSE I DIDN'T SEE THAT -- I CAN SEE IT ON THE SLIDE WITH THE BLUE LINE UNDERPASS WHERE YOU TOOK IT ALL THE WAY TO THE CREEK WHICH HELPED INFORM MY -- NO, YOU DID DO IT, YES.

AND JUST WITH THAT CRITERIA, I DO SEE HERE SOMETHING I HAD NOT SEEN BEFORE WITH -- BECAUSE I WAS VERY MUCH ATTRACTED TO THE OPTION TWO UNTIL I SAW THAT CONNECTION TO THE CREEK.

AND I THINK THAT -- YEAH, DEFINITELY ZOOMING IN AND REALLY TRYING TO RESOLVE THAT BECAUSE HAVING THAT TURNAROUND SO CLOSE TO THAT CREEK AND A PINCH POINT AND THAT AIR PIN TURN THERE.

I THINK IT'S SOMETHING THAT COULD BE REFINED BECAUSE I KNOW FROM THE TECHNICAL ADVISORY GROUP'S RECOMMENDATION THEY WERE ALL LEANING MORE TOWARDS THIS SCENARIO.

AND I WANT TO MAKE SURE WE GIVE YOU THE CORRECT -- JUST A MORE INFORMED ADVICE ON HOW TO PROCEED, BUT I HAD NOT PICKED UP ON THAT PIECE.

AND I ALSO -- ONE OF THE THINGS THAT MAKES THE MOST COMFORTABLE AS A PEDESTRIAN AND WALKING THIS CORRIDOR IS THAT THIS IS SO WIDE THAT ANOTHER COMMENT THAT I'VE HEARD FROM THE COMMUNITY PAST OUR TECHNICAL ADVISORY MEETING WAS IS THERE AN OPPORTUNITY TO USE SOME OF THIS LAND FOR HOUSING.

AND HAS THE TEAM TAKEN A LOOK AT THIS AS AN OPPORTUNITY TO TAKE ADVANTAGE OF SOME OF THIS LAND?

BECAUSE SOME OF THE COMFORT IN THAT OUTDOOR ROOM PROPORTION FOR THE HUMAN I THINK MAKES -- IN TERMS OF THE GREEN SPACE WE CAN STILL HAVE THE GREEN SPACE PLUS HOUSING, PLUS TRANSIT, PLUS --

>> SO WE'VE HEARD THAT COMMENT AS WELL.

I THINK THAT -- A COUPLE OF THINGS.

OBVIOUSLY THROUGHOUT THE PROGRAM, RIGHT, WE WANT TO CONNECT HOUSING TO TRANSIT WHEREVER IT MAKES THE MOST SENSE, RIGHT?

OBVIOUSLY WE HAVE AFFORDABILITY CRISIS IN OUR CITY,

TRANSIT IS PART OF THE SOLUTION, HOUSING IS PART OF THE SOLUTION, THESE THINGS NEED TO WORK TOGETHER.

IF THEY WORK TOGETHER THEY BOTH WORK BETTER, RIGHT?  
SO WE NEED TO HAVE OPPORTUNITIES FOR THAT.

THIS SITE, PARTLY BECAUSE OF THE TOPOGRAPHY, PARTLY BECAUSE OF THE CONSTRAINTS -- YOU CAN GET A SENSE OF HOW INTEGRATED ALL THIS HAS TO BE.

ADDING ALSO THE CREATION OF A BUILDING THAT HAS TO BE SERVICED THAT ALSO HAS TO HAVE ACCESS AT ITS OWN FRONTAGE, I THINK WHERE WE FEEL LIKE IS CHALLENGING.

WE'RE ALSO JUST HAVING TALKED TO THE TEAM THAT HAVE DONE A LOT OF WORK IN TERMS OF HOUSING AND DESIGN WHO HAVE CONCERN THAT HAVING A BUILDING THAT'S KIND OF MAROONED ON AN ISLAND THAT HAS NO -- IT'S GOT ALL THIS FRONTAGE AND IT'S A WIDE OPEN SPACE IS NOT REALLY THE GREATEST LOCATION FOR HOUSING, BUT I THINK IT'S SOMETHING OBVIOUSLY WE WANT TO CONTINUE TO TALK TO HOUSING EXPERTS ON AND CERTAINLY HOUSING AND PLANNING DEPARTMENT.

YOU KNOW, OUR INSTINCT IS THAT THIS IS NOT THE BEST SITE FOR THAT, BUT CERTAINLY SOMETHING THAT WE WANT TO CONTINUE TO MAKE SURE THAT WE'RE NOT -- WE'RE MAKING THE RIGHT DECISION ABOUT.

>> ADLER: PETER IS SO KIND WHEN HE TELLS ME, AND YOU KNOW.  
>> 94.

>> ADLER: I WOULD SAY YOU'RE SO KIND WHEN YOU TELL ME NO, NOT REALLY, AND -- [LAUGHTER].

AND YOU DO IT IN SUCH A KIND WAY.

>> CLARKE: I'LL ADD ONE THING ON TO WHAT PETER SAID THERE AND I APPRECIATE THE MAYOR'S COMMENT.

I DO THINK BOARD MEMBER ELKINS CONTINUALLY HITS THE NAIL ON THE HEAD WITH THE WORD TRADE-OFF.

AND A GOOD EXAMPLE IS THIS SITE, ONE THING THAT I THINK THE TEAM IS EXCITED ABOUT THIS SITE AND AS PETER -- HE IS BRINGING A LOT OF INSPIRATION TO TEAM AND I THINK THEY'RE LOOKING AT THESE KEY LOCATIONS.

WE'RE TALKING ABOUT THE DRAG, SOUTH CONGRESS, THESE LOCATIONS THAT WE HAVE THE CHANCE TO BE TRANSFORMATIONAL IN A FAST-GROWING PART OF THE COMMUNITY, BUT THERE ARE TRADE-OFFS AND TRADE-OFFS IS TRANSIT, TRADE-OFFS IS CARS.

THE ONE MOVES CARS FASTER, ONE DOES NOT.

ONE WILL HAVE INTERCONNECTIVITY.

ONE OF THE TOPICS WE TALK ABOUT IS UNIVERSAL ACCESSIBILITY AND HOW THAT VALUE IS SO CRITICAL FOR US OOZE A TEAM AND AS A COMMUNITY.

AND HOW WE DESIGN THINGS FOR THE MOST VULNERABLE USER IS MOST IMPORTANT TO ALL USERS.

YOU KNOW, AND SAY TAKE GINA AND I'S EXAMPLE IN BOSTON,

UNIVERSAL ACCESSIBILITY WAS NOT THERE IN 1997 AND NOW AFTER BILLIONS OF DOLLARS, IT'S ACCESSIBLE, ED BUT IT'S RETROFIT AND HOW DO WE DO THAT ON THE FRONT END.

OTHER THINGS ARE HOUSING BUT ALSO WATER MANAGEMENT.

WATER MANAGEMENT IN OUR PROGRAM IS GOING TO BE ONE OF THE BIGGEST THINGS WE DEAL WITH BECAUSE WE GET THREE INCHES OF RAIN IN 20 MINUTES AND THEN NO RAIN FOR TWO MONTHS.

SO THIS IS ONE OF THE PLACES WITH WATERSHED PARTNERSHIP MIGHT BE THE WAY WE MANAGE THE WHOLE AREA BECAUSE WE HAVE TO KEEP OUR TRACKS DRY, WE HAVE TO KEEP THE WATER QUALITY.

SO I REALLY -- BOARD MEMBER ELKINS, THAT TOPIC WE HAVE TO GO TO OVER AND OVER AND I THINK THAT'S IMPORTANT WE ALL STAY UNIFIED THAT THIS PROCESS TO THE COMMUNITY EVERYONE WILL HAVE INPUT AND WE WILL HAVE DIFFICULT CHOICES THAT EVERYONE CAN'T GET WHAT THEY WANT BECAUSE THERE'S NO ENOUGH SPACE FOR WHAT EVERYONE WANTS AND THERE'S NOT ENOUGH MONEY.

BUT THE KEY IS THIS PROCESS.

PROCESS IS WHAT WE'RE AFTER AND WE'RE MAYBE IN INNING THREE IN THIS PIECE, BUT THESE COMMENTS ARE REALLY GREAT BECAUSE THEY LEAD TO AN OUTCOME ULTIMATELY IN THE NEPA PROCESS.

>> YEAH, THE BEST OUTCOME POSSIBLE FOR ALL THESE FACTORS.

I THINK YOU MENTIONED COSTS AND I DIDN'T REALLY TALK ABOUT THAT.

ONE SCHEME HAS ONE COST PREMIUM OVER THE OTHER SO OBVIOUSLY THAT'S SOMETHING WE HAVE TO CONSIDER.

AND I THINK IT'S RELEVANT TO THE SUBJECT OF HOUSING TOO, RIGHT?

THIS IS PROBABLY A VERY EXPENSIVE SITE TO BUILD HOUSING ON GIVEN ALL THESE OTHER CONSTRAINTS.

IS THAT THE BEST USE OF OUR HOUSING FUNDS TO PUT HOUSING ON THIS LOCATION?

AND THAT -- AGAIN, THAT'S NOT FOR US TO ANSWER, THAT'S FOR HOUSING AND PLANNING TO ANSWER, BUT -- AND WE HAVE TO WORK TOGETHER TO COME TO RIGHT SOLUTION.

>> I WOULD SAY IF THERE'S A THEME FOR TODAY'S MEETING IT WOULD BE THE WORD TRADE-OFF.

THESE ARE ALL TRADE-OFF TYPE DECISION.

I THINK IT'S REALLY HELPFUL, PETER, FOR US TO SEE THE PROCESS THAT YOU AND YOUR TEAM GO THROUGH AS YOU LOOK AT THESE VARIOUS OPTIONS.

WE SAW SOMETHING SIMILAR A COUPLE OF MONTHS AGO WHEN WE HAD THE TUNNEL EXTENSION PRESENTATION AND TO SEE THE ANALYSIS THAT YOU GO THROUGH AND THE FEEDBACK THAT YOU GET FROM THE COMMUNITY AND KIND OF THAT LOOP.

YOU KNOW, I THINK IT'S NOT FOR US RIGHT NOW GIVEN WHAT WE

KNOW TO SAY '88 OR NAY, BUT THE FIRST THING I SAW IS WHENEVER YOU START GETTING DEPRESSED OR UNDERGROUND EVERYTHING STARTS TO MULTIPLY SO MY FINANCIAL MIND STARTED TO GO OFF.

ESTHETICS VERSUS COSTS.

SO ESTHETICS MAY BE NICER AN OPTION, ONE, BUT MORE COSTS. AND THOSE ARE THE TRADE-OFFS THAT HAVE TO BE MADE AND THOSE WILL -- WE'RE NOT GOING TO BE ABLE TO DOORING.

BUT WE NEED -- TO DO EVERYTHING.

BUT WE NEED MORE INFORMATION AND IF WE DO ONE THING IT MAY COME AT THE COST OF ANOTHER THING.

APPRECIATE THE WALKING US THROUGH THE PROCESS.

THANKS.

>> I THINK THIS IS ANOTHER AREA WHERE THIS IS A SUFFICIENTLY COMPLEX AREA THAT WE FELT IT WAS IMPORTANT TO CONTINUE TO CARRY BOTH OPTIONS FORWARD, WHICH IS WHAT WE'RE DOING.

AND AGAIN, I THINK TO DIRECTOR CLARKE'S POINT, THERE ARE -- IT'S NOT JUST TWO VARIABLES.

THERE ARE MULTIPLE VARIABLES THAT HAVE TO BE MANAGED AND WE HAVE PARTIAL INFORMATION RIGHT NOW.

WE HAVE TO CONTINUE TO RAISE -- GET DEEPER UNDERSTANDING ABOUT ALL THOSE DIFFERENT VARIABLES SO THAT WE CAN MAKE AS INFORMED DECISION AS WE CAN.

>> Chair: THANK YOU.

BOARD MEMBER FIANDACA?

>> THANK YOU, PETER.

I THINK THIS WAS ONE OF THE MEETINGS I WAS AT AND YOU HAD MORE THAN 100 PEOPLE.

>> 120.

>> YOU'VE DONE A GREAT JOB OF REMINDING US OF WHAT ARE THE KEY ATTRIBUTES TO LOOK FOR?

AND I NOTED THAT IN THE MEETING, ESPECIALLY WITH THE DISCUSSIONS, YOU'VE TAKEN A REALLY COMPLEX SORT OF ISSUE AND TOPOGRAPHY.

BOTH OF THESE OPTIONS ARE WINNING.

SO TRANSPORTATION AND TRANSIT IS LESS ABOUT WHAT IT DOES THAN WHAT IT MEANS.

AND WHAT THIS MEANS FOR THE COMMUNITY AND THE CONNECTIONS.

CLEARLY OPTION 2 YOU'VE DONE AN OUTSTANDING JOB OF SORT OF BUILDING IN THE INTEGRATED TRANSIT CENTER AND A LOT OF THE COMMENTS THAT I HEARD WAS REALLY A KEY PART OF THIS AND I THINK THERE ARE STRONG ATTRIBUTES OF BOTH OPTIONS.

BUT AS YOU LOOK AT WHAT SORT OF THE NEXT STEPS ARE AS YOU GO BACK TO THE COMMUNITY, CERTAINLY SAFETY IS, YOU KNOW, PARAMOUNT AND INTEGRATING THE TRANSIT CENTER I THINK IS ALSO QUITE IMPORTANT.

>> THANK YOU.

>> THANK YOU.

>> Chair: THANK YOU, BOARD MEMBER FIANDACA.  
BOARD MEMBER STRATTON.

>> THANKS, PETER.  
APPRECIATE EVERYTHING.  
THIS IS GREAT.

GLAD WE'RE ABLE TO SEE THIS AND SO MANY PEOPLE THAT  
ATTENDED AND THE FEEDBACK LOOP AND WHAT YOU PUT TOGETHER AS OPTIONS.

A QUESTION THAT I HAVE AND A GENERAL PROCESS QUESTION  
RELATED TO THIS, HOW DO YOU EXPECT THE BOARD TO TAKE ACTION OR WHAT  
WOULD THIS BE A PART OF?

ULTIMATELY IS THIS GOING TO BE A CASE OF WHEN WE'RE GETTING  
DOWN AND WHERE THE -- I'D SAY WHERE THE RUBBER MEETS THE ROAD IN  
THIS CASE, I GUESS WHERE THE TRAIN MEETS THE TRACKS AND WE'RE GETTING  
DOWN TO THE END OF THIS THING AND WE NEED TO MAKE THE NEXT STEP,  
TAKE THE NEXT STEP.

IS THIS A CASE OF WHERE YOU'RE GOING TO BRING THE ENTIRE  
BLUE LINE AS IT STANDS AS Y'ALL HAVE TAKEN ALL THE FEEDBACK FROM  
THE PUBLIC AND YOU'VE LOOKED AT THE NUMBERS AND EVERYTHING AND  
YOU'RE GOING TO SAY ALL RIGHT, HERE'S THE BLUE LINE AND OUR PROPOSAL  
IS THAT IT'S GOING TO COST, YOU KNOW, X NUMBER OF DOLLARS WITH THE  
FOLLOWING.

HERE'S THE RENDERINGS OF EACH ONE OF THESE STATIONS,  
INCLUDING REMEMBER YOU MIGHT HAVE SEEN OPTION ONE VERSUS OPTION TWO.

WE WENT WITH OPTION ONE MODIFIED OR WENT WITH TWO SLIGHTLY  
MODIFIED AND HERE'S WHAT IT LOOKS LIKE.

AND YOU WILL LAY THAT OUT AS A WHOLE AND WE AS A BOARD JUST  
VOTE ON IT THAT WAY OR ARE WE GOING TO BE GETTING THIS PIECEMEAL  
AND GOING ALONG AND SAYING, OKAY, SO BEFORE YOU TODAY AS A BOARD  
HERE'S THE RIVERSIDE PLEASANT VALLEY TRANSIT CENTER AND WE BELIEVE  
IT GOING TO COST ROUGHLY THIS MUCH AND WE WENT WITH OPTION TWO.

SO WE NOW NEED TO BRING THIS BEFORE FOR YOUR APPROVAL TO  
MOVE FORWARD WITH THE NEXT STEP IN THIS.

>> SO MY ANSWER TO THAT IS PROBABLY BOTH.  
[LAUGHTER].

>> BIG PICTURE AND THEN THE NEXT SECTION.

>> I THINK YOU HAVE TO LOOK AT ALL THE DECISIONS IN THE  
CONTEXT OF THE WHOLE, RIGHT?

SO WE DON'T WANT TO LOOK AT THEM IN PIECEMEAL FASHION  
BECAUSE I THINK THAT'S -- THAT'S WHERE YOU MAKE MISTAKES.

SO WE HAVE TO LOOK AT IT IN THE CONTEXT OF THE WHOLE.

SO WHEN WE GET THROUGH 30% DESIGN AND WE'VE GOT THE COST  
ESTIMATES BACK AND WE'RE VETTING ALL THESE VARIABLES, EMBEDDED IN  
THAT WILL BE A SERIES OF OPTIONS AND A SERIES OF CHOICES.

AND WE'RE PROBABLY GOING TO COME BACK TO THE BOARD TO

PRESENT THE WHOLE AND THEN WE'LL PROBABLY ZERO IN ON A COUPLE OF KEY DECISION POINTS, RIGHT?

SOME OF WHICH I WOULD IMAGINE WOULD HAVE VERY CLEAR RECOMMENDATIONS FROM STAFF AND THE TEAM.

SOME OF WHICH I THINK WILL BE TOUGHER CHOICES THAT WE'LL HAVE TO TALK THROUGH.

AND PART OF THE PURPOSE OF DOING SOME OF THESE BRIEFINGS IS WE ALL NEED TO GET FAMILIAR WITH WHAT THESE VARIABLES ARE SO WHEN WE GET TO THAT POINT IT'S NOT A COMPLETE -- IT'S NOT AN AVALANCHE OF INFORMATION, RIGHT?

AND I THINK PART OF OUR JOB IS TO SORT OF DISTILL WHAT THE KEY LEVERS ARE THAT WE'RE GOING TO NEED TO BE TALKING ABOUT WHEN WE DO HAVE TO MAKE DECISIONS ABOUT WHAT WE CARRY FORWARD.

>> AND I APPRECIATE THAT.

IT LOOKS LIKE IN THIS PARTICULAR CASE THAT LOOKS LIKE A LOT OF WHAT YOU WERE LOOKING AS A TEAM ARE LAYING OUT BOTH OPTIONS, WHICH COMES FROM AN ARCHITECTURAL AND DESIGN AND ENGINEERING DESIGN PHASE.

THE COMMUNITY FEEDBACK KIND OF -- SOUNDS LIKE AT LEAST SORT OF ALIGNED AT LEAST WHERE YOU AS THE DESIGNERS -- IN TERMS OF THE PRESSURE POINTS, THE CONCERNS, THE ISSUES, THE TRADE-OFFS AS IT WERE.

>> I MEAN, LOOK, THERE ARE PROS AND CONS TO BOTH SCHEMES, RIGHT?

SO AT SOME POINT WE HAVE TO MAKE CHOICES ABOUT WHICH PROS ARE MORE IMPORTANT THAN WHICH OTHER PROS.

AND AGAIN, I THINK THAT WILL BE A CONVERSATION AND THAT WILL IT CONTINUE AND WE WILL LEARN MORE AS WE HAVE THESE SCHEMES.

THINGS WE WILL FIX AND THINGS THAT AREN'T WORKING OUT THAT GREAT.

OR AS WELL AS WE HAD HOPED.

>> APPRECIATE EVERYTHING, THANK YOU FOR THE FEEDBACK.

>> Chair: WELL, THANK YOU.

I KNOW IT'S BEEN A GREAT -- ALREADY A LONG TIME, SO I THINK WITH THAT IF THERE'S NO FURTHER QUESTIONS FOR MR. MULLAN?

NO MORE?

WE'RE GOOD.

>> THANK YOU.

>> THANK YOU, SIR.

SO NOW WE'RE GOING TO MOVE ON TO OUR EXECUTIVE SESSION.

THE AUSTIN TRANSIT PARTNERSHIP BOARD OF DIRECTORS WILL NOW ENTER EXECUTIVE SESSION PURSUANT TO SECTION 551.071 OF THE TEXAS GOVERNMENT CODE FOR PRIVATE CONSULTATION WITH LEGAL COUNSEL TO DISCUSS LEGAL ISSUES RELATED TO THE TERMS AND CONDITIONS OF APPOINTMENT OF SUCCEEDING ATP EXECUTIVE DIRECTORS AND THEIR

PERFORMANCE EVALUATION.

THANK YOU, EVERYONE, FOR YOUR PATIENCE AND WE'LL BE RIGHT BACK.

[EXECUTIVE SESSION]

C.A.C. MET TO DISCUSS THE JOINT POWERS AGREEMENT AND THAT CULMINATED IN RECOMMENDATIONS THE COMMITTEE WILL SUBMIT TO YOU THROUGH ME AS A MEMO. WHICH YOU WILL BE RECEIVING VERY SOON.

A LEGAL OF -- LITTLE OF WHAT WE HEARD FROM THE ORANGE AND BLUE LINES FEEDBACK MEETINGS. WE HAVE PROCESSED THOSE MEETINGS, THE FEEDBACK WE GOT AND NOW WE HAVE A PRETTY GOOD IDEA OF SOME OF THE THINGS ARISING TO THE TOP. AS I MENTIONED BEFORE IN OUR LAST BOARD MEETING, YOU KNOW, WE PROCESS FEEDBACK, WE GET ALL KINDS OF RAW COMMENTS BUT CERTAIN PATTERNS START TO EMERGE. AND THAT'S HOW WE KNOW THAT THESE ARE THINGS WE REALLY NEED TO TAKE A LOOK AT. SO SOME OF THE THINGS THAT ROSE TO THE TOP WAS ENTHUSIASM FOR INCREASED ACCESSIBILITY. SUGGESTIONS FOR OPPORTUNITIES TO IMPROVE OR INCREASE ACCESSIBILITY.

AND THESE WERE FOR FOLKS IN THE DISABILITY COMMUNITY. BUT ALSO FOLKS FROM THE BIKE COMMUNITY AND PEDESTRIAN ADVOCATES AS WELL.

ENTHUSIASM FOR THE FOURTH STREET UNDERGROUND CONCOURSE. CONCERN FOR IMPACTS ON SMALL BUSINESSES IS SOMETHING WE HEARD A LOT. REQUEST FOR MORE PEDESTRIAN SAFE CROSSINGS. SAFETY CONCERNS OVER THE USE OF SHARE USE PATHS RATHER THAN SEPARATED PEDESTRIAN AND BICYCLE FACILITIES. CONCERNS OVER DISPLACEMENT ASSOCIATED IN PARTICULAR WITH THE BLUE LINE WE HEARD A LOT OF CONCERN REGARDING THE RIVER WALK CONDOS. AND SINCE THEN I'M HAPPY TO REPORT OUR BLUE LINE DIRECTOR AL LIVINGSTONE HAS WORKED WITH THE CITY AND COME UP WITH SOME ALTERNATIVES. WE HAD A MEETING WITH THAT GROUP. THAT'S A DIRECT RESULT OF THE FEEDBACK WE RECEIVED AT THESE MEETINGS. THAT'S A PERFECT EXAMPLE HOW THAT LOOP WORKS.

AND THEN FINALLY REQUEST FOR ADDITIONAL DETAILS ON BUS TRANSFERS AT THE INTERIM NORTH AND SOUTH LINES. THESE ARE THE POINTS, THE FUTURE EXTENSIONS OF THE ORANGE LINE TO TECH RIDGE IN THE NORTH AND SLAUGHTER TO THE SOUTH.

WE TALKED ABOUT THE COMMUNITY ENGAGEMENT DASHBOARD NOW MORE OF A LIBRARY. WE HAVE SOME NEW ADDITIONS TO THAT, BASED ON FEEDBACK WE RECEIVED FROM YOU. SPEAKING OF FEEDBACK LOOPS. SO ONE OF THE THINGS WE HAVE ADDED NOW IS THE SUMMARY OF THE INPUT FOR THE 15% DESIGN. THE THEMES WE JUST TALKED ABOUT, YOU CAN SEE THOSE THERE, BUT YOU CAN ALSO SEE THEM IN RAW FORM, EVERY SINGLE COMMENT WE RECEIVED. WE ALSO PUT SOMETHING UP ABOUT THE FEEDBACK LOOP ITSELF. HOW DO COMMENTS GET RECEIVED. WHAT DO WE DO WITH THEM? HOW DO THEY GO FOR THE CONSIDERATIONS FOR DECISION-MAKING ON THE PROGRAM? AND SO WE REALIZE THAT PEOPLE REALLY DIDN'T UNDERSTAND HOW THEIR FEEDBACK WAS BEING USED. AND THAT WAS BAD ON US. WE NEEDED TO REALLY



BE SPECIFIC AND ARTICULATE HOW THAT WORKS. SO THIS IS THE NEXT STEP IN THAT. JUST TO GIVE YOU AN IDEA, WE TALKED A LITTLE ABOUT THIS LAST TIME. WE HAVE REFINED THIS PROCESS A BIT MORE TO MAKE IT MORE UNDERSTANDABLE FOR THE PUBLIC. BUT BASICALLY, THE FIRST STEP IS THAT THE COMMENTS WERE RECEIVED AND THIS COULD BE AT A PUBLIC MEETING. IT COULD BE AT A STAKEHOLDER MEETING. VIA EMAIL OR EVEN PHONE. AND THEN THE PROJECT TEAM REVIEWS AND SUMMARIZES THOSE COMMENTS. OFTEN THOSE COMMENTS GET PUT IN BUCKETS OF THEMES, LIKE WE TALKED ABOUT. THAT TEND TO RISE TO THE TOP. THE TECHNICAL TEAM AND CITY AND COUNTY AND OTHER PARTNERS REVIEW THE SUMMARIZED INPUT FROM THE TECHNICAL TEAM AND THEN COMMENTS ARE INCLUDED WITH PROJECT CONSIDERATIONS, ALONG WITH OTHER VARIABLES INCLUDING TECHNICAL REQUIREMENTS, CITY AND REGIONAL STRATEGIC PLANNING, NATURAL AND BUILT ENVIRONMENTS, FOR EXAMPLE. SO JUST AN IDEA OF HOW THAT INPUT GETS PUSHED ALONG THE PROCESS. AND THEN FINALLY CONSIDERED TO INFORM OUR DECISION-MAKING.

THE LAST TIME WE SHOWED THE IMPORTANCE OF SHOWING PEOPLE. BOARD MEMBER ELKINS WHO BROUGHT THAT UP. TO PROVIDE SOME SPECIFIC EXAMPLES OF HOW INPUT HAS ACTUALLY INFORMED PROJECT CONNECT. WELL THE FIRST EXAMPLE COMES BACK FROM THE ALTERNATIVES ANALYSIS PROCESS WHERE LIGHT RAIL WAS SELECTED AS THE MODE OF CHOICE. DEDICATED RIGHT OF WAY. YOU KNOW, THE FACT THAT, YOU KNOW, PEOPLE REALLY FELT WE NEED TODAY HAVE SOLUTIONS IN DEDICATED TRANSIT WAYS SO THEY DIDN'T HAVE TO FIGHT TRAFFIC. THAT WAS AN EARLY ONE FOR THE COMMUNITY.

INCLUSION OF THE DOWNTOWN TUNNEL. BUFFER ZONES. WORKING WITH AUSTIN STATE HOSPITAL. ANOTHER EXAMPLE, TO AVOID IMPACTING BUSINESSES ON EAST SIDE OF NORTH GUADELOUPE IS FEEDBACK WE RECEIVED. DEVELOPMENT OF THE FOURTH STREET TRANSIT MALL CONCEPT CAME OUT OF COMMUNITY FEEDBACK. THE RAINY MACK STATION CLOSER TO THE RAINY NEIGHBORHOOD CAME FROM A NEIGHBORHOOD MEETING. AND ENHANCING TRAIL CONNECTIONS AT THE LADY BIRD LAKE BRIDGE CROSSINGS. THESE ARE JUST SOME OF THE EXAMPLES. YOU CAN SEE A LOT MORE. WE WILL BE PUTTING THE EXAMPLES. THAT WILL BE THE NEXT STEP TO SHOW PEOPLE WHAT FEEDBACK THEMES INFORM THE PROJECT TO COMPLETE THE PICTURE. AND COMING UP, WE HAVE OUR NEXT COMMUNITY ADVISORY COMMITTEE MEETING. THIS WILL BE THE FOURTH TIME THIS MONTH ON OCTOBER 27th. OUR NEXT ENGINEERING ARCHITECTURE AND CONSTRUCTION MEETING WILL BE NOVEMBER 3rd. THE NEXT PSAC WILL BE NOVEMBER 4th AND OUR NEXT COMMUNITY DESIGN WORKSHOP ON THE NORTH LAMAR TRANSIT CENTER. NOT THE TRANSIT CENTER ITSELF AS MUCH AS HOW DO WE CONNECT THE ORANGE LINE SERVICE TO PEOPLE USING OUR BUS SERVICE, BOTH METRO BUS AND RAPID BUS. AND HOW DO WE MAKE THAT ALL SEAMLESS AND SAFE AND EASY TO USE. SO THAT WILL BE COMING UP ON NOVEMBER 10th. AND THEN WE HAVE A FEW MORE IN THE WORKS. WE STILL DON'T HAVE DATES BUT YOU CAN SEE THEM LISTED HERE, AND WE LOOK FORWARD TO BRINGING YOU DETAILS ABOUT THOSE NEXT TIME. AND THAT

IS MY REPORT.

>> THANK YOU, MS. NIREMBERG.

WHO HAS QUESTIONS?

>> NOT A QUESTION, BUT A COMMENT.

HATS OFF TO YOU, JACKIE, AND YOUR TEAM.

I WROTE A COMMENT ON MY CHEAT SHEET THAT SAYS PUBLIC HEALTH TO SHAPE THE PROGRAM.

AND THAT'S EXACTLY WHAT WE ARE DOING HERE.

I'VE SEEN PROGRAMS IN OTHER JURISDICTIONS AND THEY GO THROUGH PUBLIC COMMENT AS MORE OF A TYPE OF "FOR SHOW" TYPE OF THING.

WHAT WE ARE DOING IS REALLY ACTIVELY SOLICITING THE PUBLIC'S INPUT TO HELP SHAPE THIS PROGRAM.

THE OTHER WORD IN MY MIND RANDY USES A LOT IS TRADE-OFFS.

THIS WILL BE IMPORTANT FOR STAFF AND THE BOARD.

BUT AT END OF THE DAY THERE WILL BE TRADE-OFFS HERE.

AS WE ALL KNOW ADDING SCOPE HAS SCHEDULE IMPLICATIONS.

BUT WE CAN'T MAKE THOSE DECISIONS UNLESS WE HAVE THIS TYPE OF INPUT.

SO THAT'S REALLY GREAT.

APPRECIATE IT.

>> THANK YOU.

>> BOARD MEMBER STRATTON?

>> JACKIE, I JUST WANT TO THANK YOU AGAIN, YOU AND YOUR TEAM HAVE BEEN AMAZING AND FLEXIBLE ON THE FLY.

EVEN PRE-DATING A.T.P. WHEN WE STARTED THIS PROCESS HOW MUCH YOU ALL HAVE GROWN AND BEEN ABLE TO PIVOT AND ADJUST, LEARNING ALONG THE WAY.

I THINK I SAID THIS MULTIPLE TIMES.

WHAT YOU HAD TO DO WITH COVID AND NOW COMING OUT OF COVID AND GETTING MORE IN-PERSON MEETINGS.

BEING ABLE TO HOW TO FIGURE OUT TO FIND THE SWEET SPOT PEOPLE WORKING IN PERSON AND THE VIRTUAL MEETINGS.

YOU HAVE HELPED CREATE A VERY ROBUST PROGRAM THAT ALLOWS FOR THE COMMUNICATION AND REALLY REACHING PEOPLE WHERE THEY ARE, BOTH IN PERSON AND ONLINE.

AND TO PIGGYBACK ON WHAT BOARD MEMBER ELKINS HAS SAID, I REALIZE WE HAVE A PRESENTATION LATER TODAY WHERE WE ARE IN OUR BOARD, WE WILL BE TALKING SPECIFICALLY ABOUT THE BLUE LINE AND THAT REALLY KEY CRITICAL INTERSECTION AT RIVERSIDE AND PLEASANT VALLEY.

AS I WAS LOOKING THROUGH THAT, WE HAVE SOME DESIGN OPPORTUNITIES AND OPTIONS THERE IN A COUPLE DIFFERENT THINGS PRESENTED TO US.

WHAT WILL BE KEY IS GETTING THAT FEEDBACK FROM THE PUBLIC.

I THINK WE ALREADY HAVE BEEN GETTING FEEDBACK FROM THE PUBLIC WHAT THEY WOULD LIKE TO SEE, WHAT YOU ARE BRINGING US.

THAT WILL TAKE US TO THE NEXT POINT, 30% AND EVEN BEYOND THAT.

I JUST WANT TO GIVE AGAIN, THANK YOU AND YOUR TEAM FOR WHAT YOU ARE DOING.

AND TAKING THE FEEDBACK FROM US, AND WHAT I THINK MIGHT BE IN SOME CASES DIFFICULT, IF NOT INSURMOUNTABLE REQUESTS ABOUT HOW TO PACKAGE AND REPACKAGE THIS TO MAKE IT, YOU KNOW, TO MAKE IT POTENTIALLY DIFFERENT FORMAT OR MORE USER FRIENDLY AND TO SEE YOU ARE LIKE, YEP, NO PROBLEM.

AND WITHIN A COUPLE WEEKS, GUESS WHAT, YOU ARE BACK HERE AT THE NEXT BOARD MEETING, ANNOUNCING YOU HAVE DONE EXACTLY WHAT WE REQUESTED AND REPACKAGED THE INFORMATION, AND THE WEBSITE HAS BEEN CHANGED AND A NEW WAY PEOPLE CAN ENGAGE MORE LOOKING BACK OVER THIS INFORMATION.

THANK YOU, AGAIN FOR EVERYTHING YOU AND YOUR TEAM ARE DOING, TO AGAIN ECHO BOARD MEMBER ELKINS, THIS IS -- I LIKE THAT PHRASE, TONY.

AND I HOPE YOU DON'T MIND IF YOU AREN'T GOING TO COPY RIGHT I MAY REVISIT IT, IT WOULD BE GOOD, PUBLIC HELP TO SHAPE THE PROGRAM.

AND APPRECIATE THAT'S WHAT YOU ARE DOING TO MAKE THAT POSSIBLE.

>> MY PLEASURE.

THANK YOU.

>> THANK YOU.

>> THANK YOU, I DO HAVE ONE MORE QUESTION, JACKIE.

AND THANK YOU, BOARD MEMBER STRATTON.

I DID RECEIVE A COPY, I THINK IT WAS THE MAYOR WHO REQUESTED A SPREADSHEET OF THE COMMENTS AS A RAW FORM.

I APPRECIATE HOW YOU ARE ANALYZING IT AND GIVING US DISAGGREGATED DATA THROUGH GENDER AND ETHNICITY, WHO IS SHOWING UP TO SPEAK.

WHO IS THE AUDIENCE.

AND WHOSE VOICES ARE WE SEEING REFLECTED IN THE PROGRAM. SO I HAD AN INTERESTING MEETING WITH COURTNEY CHAVEZ, OUR DIRECTOR OF EQUITY AND SO SHE IS ALSO LOOKING THROUGH THAT DATA.

AND THEN PUTTING THROUGH THAT BUCKET, THROUGH THAT LENS, WHAT ARE THE SALIENT ISSUES REGARDING EQUITY THROUGH THAT.

SO I APPRECIATE WHAT THE TEAM IS DOING AND HOW YOU ALL ARE BEING VERY RESPONSIVE TO OUR NEEDS AND WHAT WE HAVE ASKED FOR HAS BEEN GIVEN TO US.

SO I REALLY APPRECIATE THE RESPONSIVENESS AND THE IDEAS THAT YOU BROUGHT FORWARD, MAYOR ADLER GIVING US THAT KIND OF BEHIND THE SCENES DUMP OF INFORMATION.

BUT THAT SPREADSHEET, IS IT PART OF THAT ANALYSIS?

IS THERE SOMEWHERE THAT PEOPLE, BECAUSE WE DID RECEIVE IT FOR BOTH THE BLUE LINE AND THE ORANGE LINE.

>> THEY ARE BOTH ON THE COMMUNITY ENGAGEMENT, IN THE LIBRARY.

SO IF PEOPLE CLICK ON THOSE MEETINGS THEY CAN SEE ALL OF THAT DISAGGREGATED DATA.

>> PERFECT.

THAT'S JUST WHAT I WANTED TO CONFIRM.

AND YES, KEEP UP THE GOOD SPACE.

ONE THING THAT DOES CONCERN ME, IS WE DO RELY A LOT ON COMMUNITY INPUT BUT I DON'T WANT US TO REACH INPUT FATIGUE.

IT'S A NEW THING AND EVERYBODY IS REALLY EXCITED AND MOTIVATED TO TALK ABOUT THIS.

HOW DO WE KEEP THAT MOMENTUM GOING WITHOUT ABUSING, ABUSING ISN'T THE RIGHT WORD BUT TAKING ADVANTAGE OF ALL OF THEIR WILLINGNESS TO SHOW UP.

SO I THINK AS LONG AS WE KEEP THE FLEXIBILITY TO HELP CONTINUE TO SHAPE THE PROGRAM.

>> THAT'S WHY WE OFFER A VARIETY OF DIFFERENT WAYS FOR PEOPLE TO GIVE INPUT.

LIKE THE COMMUNITY DESIGN WORKSHOPS ARE ON A VERY SPECIFIC LEVEL.

SO PEOPLE CAN SORT OF PICK AND CHOOSE AND HOPEFULLY AVOID THAT FATIGUE.

THAT'S AN ISSUE BECAUSE WE ARE NOT THE ONLY ONES WHO ARE GOING OUT FOR PUBLIC INPUT IN THIS COMMUNITY EVERY DAY.

SO YEAH.

I UNDERSTAND THAT CONCERN.

>> WELL, THANK YOU SO MUCH.

>> MY PLEASURE, THANK YOU.

>> SO NEXT WE ARE GOING TO HAVE OUR CHIEF PROGRAM OFFICER WITH THE TECHNICAL UPDATE.

>> GOOD AFTERNOON, BOARD MEMBERS.

I WILL TRY AGAIN.

GOOD AFTERNOON, CHAIR, BOARD MEMBERS AND EXECUTIVE DIRECTOR, IT'S MY PLEASURE TO BE HERE TO GIVE YOU AN UPDATE ON WHERE WE ARE WITH THE OVERALL PROGRAM.

I WOULD LIKE TO START WITH THE BLUE AND THE ORANGE LINE. AND HOW WE ARE PROGRESSING RIGHT NOW WITH THE ENGINEERING PROCESS.

WE CONTINUE TO HAVE ONGOING CONVERSATIONS IN MEETINGS WITH THE CITY OF AUSTIN.

ONE OF THE THINGS THAT WAS TOUCHED ON BEFORE WAS PLEASANT VALLEY AND I THINK WE HEARD THAT THREE OR FOUR TIMES ALREADY.

AND PETE WILL BE OUT TO GIVE A DETAILED PRESENTATION LATER.

THIS IS AN IDEA OF THE PARTNERSHIP, NOT ONLY WITH THE COMMUNITY BUT CITY.

BECAUSE THEY HAVE BEEN TOTALLY INVOLVED AS WE HAVE GONE THROUGH THE DIFFERENT OPTIONS IN PLEASANT VALLEY, NOT ONLY WHAT THE COMMUNITY IS SAYING BUT INCLUDING WHAT IS NEEDED ON THE PART OF THE CITY.

SO GINA, THANK YOU VERY MUCH FOR YOU AND YOUR TEAM IN HELPING AND WORKING THROUGH SO WE CAN COME TO A GOOD SOLUTION THAT WILL BE THERE FOR ALL OF TRANSPORTATION.

THE SECOND THING THAT WE ARE GOING THROUGH IS THE UTILITY RULES OF PRACTICE.

THIS REALLY GIVES US SOMETHING THAT IS A GOOD CLEAR PATHWAY GOING FORWARD.

WE KNOW THERE'S A SERIES OF UTILITIES THAT WILL HAVE TO BE RELOCATED.

THAT EITHER GO PERPENDICULAR OR PARALLEL TO THE GUIDEWAY. SO WE ARE COMING UP WITH WHAT THOSE RULES WILL BE, HOW THEY WILL BE RELOCATED.

THOSE TYPES OF THINGS NOW FOR TYPICAL LOCATIONS ALONG THE 18 MILES.

THAT WILL GIVE US A GOOD WAY TO GO AHEAD AND NOT HAVE TO LOOK AT EACH ONE INDIVIDUALLY.

BECAUSE WE WILL HAVE THOSE TYPICALS AS WE GO AHEAD AND BE ABLE TO START TO GO FORWARD WITH UTILITY RELOCATION.

SO WE ARE LOOKING FORWARD TO STARTING THAT SOMETIME NEXT SPRING.

THE GEOTECHNICAL, ONGOING ABOUT TO FINISH UP.

DESIGN CRITERIA MANUAL IS BEING UPDATED TO LOOK AT WHAT THE CURRENT TECHNOLOGIES ARE THAT WE ARE LOOKING AT AND WHAT THE POTENTIALS ARE GOING FORWARD.

WE ARE LOOKING AT THE ENTRANCES TO THE UNDERGROUND STATIONS.

THERE WAS A MENTION A FEW MINUTES AGO OF MOVING THE MACK RAINY STATION FURTHER TO THE SOUTH.

THAT GIVES US SEVERAL OPPORTUNITIES FOR ENTRANCES AT THAT LOCATION.

AND LOOKING FOR AN ENTRANCE WAY THAT WILL BASICALLY BE ABLE TO COME IN FROM THE GREEN AND RED LINE DIRECTLY ONTO A CONCOURSE THAT WILL CONNECT TO THE STATION.

THOSE ARE THE THINGS WE ARE WORKING ON ALONG WITH PARTNERS AT TXDOT UT AS WE MOVE FORWARD IN THE ENGINEERING AND FURTHER ENVIRONMENTAL PROCESS.

SPECIFICALLY, ON THE ENVIRONMENTAL PROCESS, NEPA, WE CONTINUE TO RECEIVE GREAT SUPPORT WITH FTA.

WE HAVE THE 139-J WHICH IS BASICALLY SUPPORT TO HELP THEM

DO THEIR REVIEW IN PLACE.

THAT'S THEM HELPING IMMENSELY.

BECAUSE WE ARE GOING FORWARD WITH BOTH OF THE ORANGE AND BLUE LINE AT THE SAME TIME.

AND THAT'S A CONSIDERABLE AMOUNT OF WORK AND REVIEW THAT'S REQUIRED BY F.T.A.

THE NEXT LISTING IS DRAFT TECHNICAL REPORTS.

THERE'S 15 OF THEM THERE.

AND THERE'S MORE THAT NEED TO BE DEVELOPED.

THEY ARE UNDER REVIEW.

WE CONTINUE TO MOVE THOSE THROUGH F.T.A.

AND TO TRY TO GIVE YOU A FLAVOR OF THAT, THAT'S 15 TIMES

2.

THAT'S THE REASON THAT WE NEED TO BE ABLE TO GO AHEAD AND HAVE THAT SUPPORT AND REALLY ENCOURAGEMENT BY F.T.A.

THE REGION IS GREAT.

AND THEY CONTINUE TO HELP AND SUPPORT US AS WE MOVE FORWARD WITH THE PROGRAM.

IF I CAN GO ONTO BASICALLY METRO RAPID.

THOSE ARE BEING FINALIZED.

WE ARE AT 90% FOR WHAT THE CIVIL WILL BE FOR THE LOCATIONS AND ALL OF THE STATION CONCRETE TYPES OF THINGS.

WE ARE AT THE POINT THAT NEXT WEEK WE WILL GO AHEAD AND ISSUE THE R.F.P. TO START TO GET PROPOSALS ON WHAT THE SHELTERS COULD LOOK LIKE.

SO THAT WILL BE A PROCESS WE WILL GO THROUGH, THAT WILL GET PROPOSALS.

THERE WILL BE AN EVALUATION TEAM.

WE WILL LOOK AT WHAT THOSE COULD BE, SHOULD BE AND WHERE THEY COULD BE LOCATED.

AND DIFFERENT SIZES AND DIFFERENT TYPES.

SO WE ARE ABLE TO GO AHEAD AND GET THAT BENEFIT, GET THE INPUT, AND BE ABLE TO GO AHEAD AND MOVE FORWARD, BASICALLY WITH THE SHELTER PART OF THE PROGRAM.

LOOKING FOR THE DECEMBER, TO HAVE THE FIRST GROUND BREAKING.

ON THESE LINES TO GO AHEAD AND GET THAT ONE KICKED OFF JUST LIKE WE HAVE SEVERAL OF THE OTHER PROJECTS.

GO LINE AND SOUTH LAMAR, WE ARE STARTING TO WORK OUR WAY THROUGH ONE OF THE TWO LEGS THAT'S THERE AT THE SOUTHERN END OF 803 SOUTH LAMAR THAT WE WILL GET DOWN TO MANCECHA AND THE GO-LINE THE INITIAL V.R.T. WHICH LATER COULD BE CONVERTED TO THE PORTION THAT IS THE LIGHT RAIL.

THOSE ARE THE PROCESS AND THE STEPS WE ARE GOING THROUGH WHEN IT COMES TO METRO RAPID.

THE NEXT SLIDE, I THINK MR. CLARK STOLE THIS AND ALREADY TALKED TO THIS AS I WENT THROUGH.

IT IS SOMETHING THAT, YES, ANOTHER SUCCESS STORY.

AS WE GO AHEAD AND GO THROUGH THE PROGRAM WITH THE RED LINE AND BEING ABLE TO HAVE THE GROUND BREAKING THERE WITH THE SUCCESSFUL ROLL OUT OF THE THREE NEIGHBORHOOD CIRCULATORS THAT ARE INCLUDED IN THE PROGRAM.

IT'S THAT CONTINUED ADVANCEMENT THAT WE ARE STRIVING FOR TO HOLD THE SCHEDULE.

IT IS THERE WITH A CONTRACT WITH THE VOTERS.

AND TO BE ABLE TO PROVIDE THAT INCREASED ADDITIONAL SERVICE FOR TRANSIT FOR THE COMMUNITY.

THAT CONCLUDES MY REPORT.

>> THANK YOU, MR. COUCH.

ANY QUESTIONS?

I APPRECIATE IT, THANK YOU, SIR.

>> YOU'RE WELCOME.

>> SO WE WILL NOW HEAR FROM ATP'S GENERAL COUNSEL AND CHIEF ADMINISTRATIVE OFFICER CASEY BORACK.

>> HI, I'M CHANGING HATS, CHIEF ADMIN HAT.

UNFORTUNATELY OUR DIRECTOR OF H.R. JULIAN IN A WHO GAVE THIS PRESENTATION IN JUNE WAS UNABLE TO MAKE IT.

I WILL TRY TO DO JUST AS GOOD OF A JOB.

WE ESSENTIALLY JUST WANT TO GIVE YOU ALL UPDATED INFORMATION ABOUT THE -- I KNOW RANDY ALREADY ELUDED TO THIS, OR MR. CLARK, THAT WE HAVE DONE AN INCREDIBLE AMOUNT OF HIRING AND INCLUDING AN ADDITIONAL 190 YEARS OF PROFESSIONAL EXPERIENCE, SINCE THE LAST TIME WE WERE UP HERE IN JUNE.

SO WE HAVEN'T CHANGED THE MACK MUCH BUT WE HAVE HIRED FOLKS FROM THE NEW YORK AREA, FROM THE TRANSIT INDUSTRY THERE, WE HAVE FOLKS IN THE PROCUREMENT AREA, REAL ESTATE, FINANCE AND LIKE I SAID ON THE TECHNICAL SIDE.

WE HAVE UPDATED OUR MAP AND WANTED TO SHARE THAT WITH YOU ALL.

THAT'S ALL I HAVE.

IF THERE'S QUESTIONS.

>> THAT WAS QUICK.

I KNOW BEHIND THE SCENES HAD TO BE ARDUOUS.

NO COMPETITION AT ALL.

>> NOT TO MENTION ON BOARDING, RIGHT?

>> NO, IT'S A REALLY INCREDIBLE TEAM.

AND I FEEL VERY LUCKY TO BE WORKING WITH ALL OF THEM.

>> THANK YOU, MS. DVORAK.

ANY QUESTIONS?

THANK YOU.

SO NOW MOVING ONTO OUR ACTION ITEMS.

OUR FIRST ACTION ITEM TODAY IS APPROVAL OF THE MINUTES FROM THE SEPTEMBER 15, 2021 AUSTIN TRANSIT PARTNERSHIP BOARD MEETING.

IF EVERYONE HAS HAD TIME TO REVIEW THE MINUTES, I WOULD LIKE TO REQUEST A MOTION AND A SECOND TO APPROVE ACTION ITEM #1.

>> SO MOVED.

>> YES, BOARD MEMBER STRATTON MOVES TO APPROVE.

SECOND BY BOARD MEMBER ELKINS, EVERYONE IN AGREEMENT SAYS AYE.

AYE.

ANY NAY'S?

NO?

OKAY, THANK YOU.

THE MINUTES HAVE BEEN APPROVED UNANIMOUSLY.

MOVING ONTO ACTION ITEM #2, APPROVAL OF A RESOLUTION AWARDING ON CALL LEGAL SERVICES CONTRACT TO MULTIPLE LAW FIRMS FOR A BASE PERIOD OF THREE YEARS IN THE AMOUNT NOT TO EXCEED \$13,217,000.

WITH TWO 12-MONTH OPTION PERIODS FOR A TOTAL OF FIVE YEARS.

IN AN AMOUNT NOT TO EXCEED \$23 MILLION DOLLARS.

WITH US TODAY WE HAVE VIKKI REDRICK, DIRECTOR OF PROCUREMENT WHO WILL GIVE US A PRESENTATION OF THE AWARD OF THIS ON CALL LEGAL SERVICES CONTRACTS.

>> HI, GOOD AFTERNOON, CHAIR, BOARD MEMBERS AND EXECUTIVE DIRECTOR CLARK.

SO I'M SUPER EXCITED TO BE HERE AND PRESENT APPROVAL FOR OUR FIRST PROCUREMENT UNDER AUSTIN TRANSIT PARTNERSHIP.

WHICH HAPPENS TO BE THE ON-CALL LEGAL SERVICES.

LOOKS LIKE I'M MISSING A SLIDE.

OKAY.

SO THE PURPOSE OF THE ON CALL LEGAL SERVICES IS TO PROVIDE LEGAL SERVICES IN ABOUT EIGHT DIFFERENT SCOPE AREAS TO ASSIST CASEY AND BRENDAN IN SUPPORT OF PROJECT CONNECT.

THOSE SERVICES RANGE ANYWHERE FROM GENERAL COUNSEL SERVICES, LITIGATION, EMPLOYMENT LAW, PUBLIC PROCUREMENT AND ALTERNATIVE DELIVERY, REAL ESTATE AND EMINENT DOMAIN, PUBLIC TRANSPORTATION LAW, FINANCE AND TAX LAW, AND THEN INTELLECTUAL PROPERTY.

SO AS PART OF THIS PROCESS, AS EVERYONE KNOWS, LEGAL SERVICES DO NOT HAVE TO GO THROUGH THE PROCUREMENT PROCESS.

BECAUSE THIS WAS OUR FIRST PROCUREMENT, CASEY AND THE TEAM FELT IT WAS IMPORTANT FOR US TO HAVE TRANSPARENCY AND TAKE US THROUGH THE PROCESS SO WE CAN SHOW WHAT WE ARE DOING AS AN AGENCY.

SO AS A RESULT OF THAT, WE ISSUED THE SOLICITATION ON JULY 15.

WE HAD A PRE-PROPOSAL CONFERENCE ON JULY 27th.



WE ACTUALLY HAD PROPOSALS COME IN ON AUGUST 18.

WE HAD AN EVALUATION TEAM THAT CONSISTED OF THREE MEMBERS.  
WHO LOOKED AT THE PROPOSALS AND EVALUATED THOSE BASED ON  
THE SELECTION CRITERIA IN OUR SOLICITATION FROM AUGUST 24-SEPTEMBER  
17.

THE TEAM CAME TO A CONSENSUS ON SEPTEMBER 29, WHICH FIRMS  
WE SHOULD MOVE FORWARD WITH IN EACH SCOPE AREA BASED ON THE NEEDS  
OF THE ORGANIZATION.

AND OF COURSE TODAY WE ARE HERE FOR THE BOARD ACTION.

WE HAVE ALREADY GONE OVER THE SCOPES.

SO AS PART OF THE SEW -- SOLICITATION WE SENT TO 29  
FIRMS, 19 FIRMS RESPONDED WHICH WAS REALLY GOOD FOR FIRST  
SOLICITATION.

EVALUATION CRITERIA FOCUSED ON PERSONNEL QUALIFICATIONS,  
THE FIRM CAPABILITIES, THEIR UNDERSTANDING OF THE SCOPE AND THE  
PRACTICE AREA AND HOW THAT WOULD BENEFIT PROJECT CONNECT.

WE LOOKED AT THEIR APPROACH TO DELIVERING THOSE SCOPES.

AND THEN BECAUSE WE DIDN'T HAVE EVERYTHING SET UP AND THIS  
IS OUR FIRST SOLICITATION AND WE DIDN'T HAVE A D.B.E. GOAL, WHAT  
WE LOOKED AT AND GRADED ON AND THIS WAS HISTORICALLY UNDER  
REPRESENTED ATTORNEYS, WHICH FROM CASEY EXPLAINED TO US, THAT'S A  
GOAL THAT A LOT OF THE LAW FIRMS USE TO BRING IN DIVERSITY.

AGAIN, THIS IS A CONTRACT WITH A BASE TERM OF 3 YEARS WITH  
TWO 1-YEAR OPTIONS.

SO TODAY WHAT WE ARE RECOMMENDING IS THAT 12 OF THOSE FIRMS  
ACROSS EIGHT DIFFERENT SCOPES OF WORK THAT WE BE ALLOWED TO CONTINUE  
NEGOTIATING AND AWARDING THOSE 12 FIRMS THAT ARE IDENTIFIED.

AND THAT CONCLUDES MY PRESENTATION.

ANY QUESTIONS?

>> THANK YOU, SO MUCH.

DO WE HAVE ANY QUESTIONS?

YES.

BOARD MEMBER ELKINS?

>> THANK YOU, VIKKI.

I'M CERTAINLY IN FAVOR OF SUPPORTING THIS RESOLUTION.

I SOMEHOW THINK I SHOULD HAVE CHANGED MY PROFESSION WAY  
BACK IN THE DAY AND BECOME A LAWYER.

LOOKING AT SOME OF THESE HOURLY RATES OF SOME OF THESE  
PARTNERS, THEY ARE STAGGERING, BUT THEY ARE IMPORTANT.

SO WE DO NEED LEGAL WORK.

MY QUESTION IS \$23 MILLION IS A LOT OF MONEY.

IT'S NECESSARY.

IT'S FIVE YEARS.

IT WOULD BE HELPFUL, I THINK, TO SEE A BREAK DOWN OF HOW  
WE ENVISION SPENDING THE \$23 MILLION BY CATEGORY ON PAGE 27.

AT PERHAPS A LATER MEETING.

AND I'M A BIG BELIEVER IN BUDGETS AS MR. CANELI KNOWS.  
I THINK IT WOULD BE HELPFUL TO SEE THAT BY CATEGORY, NOT  
THAT WE HOLD PEOPLE TO THAT.

BUT IT WOULD BE HELPFUL TO SEE HOW WE ARE SPENDING AGAINST  
BUDGET.

IF WE JUST HAVE A \$23 MILLION NUMBER THAT COULD GO REALLY  
QUICKLY IF WE DON'T HAVE BUDGETS, SO EVERY TIME YOU PICK UP THE PHONE  
AND SPEAK WITH A LAWYER IT'S A LOT OF MONEY.

I THINK THAT WOULD BE A HELPFUL PROCESS TO MAKE SURE WE  
STAY ON TRACK AND UNDERSTANDABLY, WE MAY SAY THAT 20% GOES TO  
LITIGATION, BUT WE FIND OUT IT MAY BE 30% GOING TO LITIGATION.

BUT IF WE ARE TRACKING IT, WE CAN KIND OF MAKE ADJUST MS  
ALONG THE WAY.

>> WE CAN DEFINITELY DO THAT.

WE WILL GET TOGETHER WITH CASEY AND DIANE TO MAKE SURE WE  
ARE RECORDING THAT INFORMATION AND GET THAT INFORMATION BACK.

>> I THINK THAT WOULD BE HELPFUL.

THANK YOU.

>> ANYTHING ELSE?

>> THANK YOU.

THIS IS A BIG MILESTONE, I KNOW, THIS IS OUR FIRST  
PROCUREMENT ON OUR OWN.

NOT THAT I WANTED TO BE A LAWYER BUT I WISH OUR FIRST  
PROCUREMENT WAS FOR DESIGN SERVICES.

BUT WE GOT TO START SOMEWHERE.

AND I KNOW THIS IS A REALLY -- I MEAN, I'M GRATEFUL FOR  
ALL THE HARD WORK THE TEAM HAS DONE TO CREATE THIS AND THE INTEREST  
FROM THE COMMUNITY TO PUT FORWARD AND SUBMIT APPLICATIONS TO GET  
THESE CONTRACT SO CONGRATULATIONS TO THE TEAM.

SO WITH THAT, IF THERE'S NOT ANY FURTHER QUESTIONS, OR DO  
YOU HAVE ANY -- I KNOW YOU GAVE US AN UPDATE, CASEY, WHEN YOU GAVE  
US THE TECHNICAL BRIEFING.

ARE THERE ANY WORDS YOU WOULD LIKE TO SAY ABOUT THIS  
SOLICITATION?

WE KNOW YOU WORKED REALLY HARD ON THIS TOO.

>> JUST THAT I'M VERY EXCITED TO HAVE A LITTLE MORE HELP.  
SO THANK YOU, ALL.

>> THANK YOU.

AND SO WITH THAT, I WOULD LIKE TO CALL FOR A MOTION TO  
APPROVE THIS ACTION ITEM #2.

DO I HAVE A MOTION?

MAYOR ADLER?

AND DO WE HAVE A SECOND?

BOARD MEMBER STRATTON, THANK YOU.

EVERYONE IN FAVOR SAY AYE.

AYE.

AND ARE THERE ANY NAYS?

NO.

THE MOTION PASSES.

CONGRATULATIONS.

>> THANK YOU.

>> THANK YOU.

SO NOW WE ARE MOVING ONTO OUR THIRD ACTION ITEM.

THE APPROVAL OF A RESOLUTION TO DIRECT STAFF TO DEVELOP A CONSTRUCTION MITIGATION PROGRAM AND INCLUDE A FUTURE CONSTRUCTION CONTRACTS CERTAIN WORK FOR PROTECTION AND LIVING WAGE PROVISIONS IN ACCORDING WITH THE J.P.A.

SO NOW WE HAVE TOM SERGEANT, WHO WILL PRESENT THE RESOLUTION RELATED TO THE JOINT POWERS AGREEMENT AND FUTURE A.T.P. CONTRACTS.

>> GOOD AFTERNOON, CHAIR MEMBERS OF THE BOARD, EXECUTIVE DIRECTOR CLARK.

I'M HERE TO PRESENT A RESOLUTION THAT YOU HAVE HEARD OF WHEN WE WERE DISCUSSING THIS AT THE OCTOBER 4th J.P.A. WORK SESSION.

IF YOU REMEMBER, THE CROSSWALK WE SHOWED THAT LAID OUT SOME OF THE REQUIREMENTS FROM THE CONTRACT TO VOTERS AND CAPITAL COMMUNITY COMMITMENT AND SOME OF THE FOUNDATIONAL -- FOR A.T.P.

ONE THING WE MENTIONED IN A COUPLE OF PLACES WAS IN ORDER TO ENSURE THAT THE A.T.P. WHICH WILL ISSUE THE VAST MAJORITY OF THE CONTRACTS TO IMPLEMENT PROJECT CONNECT TO MAKE SURE WE WERE ABIDING BY THE CONTRACT FOR THE VOTERS, A.T.P. WOULD CONSIDER A RESOLUTION, THAT IS THE INTENT OF THIS RESOLUTION.

IT COVERS A NUMBER OF TOPICS THAT ARE REALLY CRITICAL. AND ONE OF THEM, THAT YOU WILL SEE IN THE BACK UP IS DIRECTING STAFF TO DEVELOP THE FOLLOWING PROGRAM AND BRING BACK TO THE BOARD FOR APPROVAL, WHICH I THINK IS ALSO VERY IMPORTANT.

SO THAT THE PUBLIC, AND OTHER STAKEHOLDERS UNDERSTAND THERE IS GOING TO BE A NEAR CONTINUOUS FEEDBACK LOOP.

SO THERE'S ACCOUNTABILITY AND TRANSPARENCY.

BUT THE FIRST ITEM IS DEVELOPMENT OF A CONSTRUCTION MITIGATION PROGRAM.

WE HAVE DISCUSSED THIS IN THE PAST.

I THINK IT'S GOING TO BE A HUGE PART OF OUR PROGRAMS WE BUILD OUT PROJECT CONNECT AND IT WILL BE CRITICALLY IMPORTANT.

SO THIS WOULD REQUIRE IN ALL OF OUR CONTRACTS THAT STAFF DEVELOP AND IMPLEMENT BUSINESS IMPACT MITIGATION STRATEGY INCLUDING APPROACHES TO ESTABLISH ROBUST BUSINESS OUTREACH AND COMMUNICATION, SUPPORTING BUSINESS ACCESS AND OPERATIONS AND CREATING EFFECTIVE PROJECT SCHEDULING AND SEQUENCING THAT

MINIMIZES THE LENGTH OF THE CONSTRUCTION IMPACTS.

YOU ALL SAW THIS LANGUAGE DURING THE OCTOBER 4th WORK SESSION.

WE ALSO HAVE A VERY CRITICAL COMPONENT OF THE CONTRACT TO THE VOTERS WE DISCUSSED EARLIER THIS MONTH.

DEVELOPMENT OF A WORKFORCE PROGRAM.

SO THIS WOULD ALSO BE A DIRECTION TO STAFF TO DEVELOP AND BRING BACK TO THE BOARD FOR APPROVAL A WORKFORCE PROGRAM TO ENSURE WORKFORCE PROTECTIONS, WORKFORCE DEVELOPMENT IN OUR COMMUNITY, PARTICIPATION IN BETTER BUILD YOUR PROGRAM OR SIMILAR PROGRAMS.

COMPLETION OF OSHA 10 TRAINING, WORKERS COMPENSATION, ON SITE MONITORING, INDEPENDENT OF CONSTRUCTION COMPANIES OR THEIR AFFILIATES AND COMPLIANCE WITH ALL STATE, LOCAL AND FEDERAL LAWS.

LIVING WAGE, THIS IS ALSO IN THE CONTRACT OF THE VOTERS.

DEVELOPING, IMPLEMENTING POLICY TO ENSURE LIVING WAGE ESTABLISHED BY THE CITY OF AUSTIN, OR PREVAILING WAGE BY DAVIS BACON, THIS WOULD BE DEVELOPED BY STAFF AND BROUGHT BACK TO THE BOARD FOR APPROVAL.

AND THEN FINALLY, CONSTRUCTION CAREERS PROGRAM.

THIS COMES FROM THE PORTION THAT RELATES TO CITY OF AUSTIN HIRING GOALS.

AND THIS IS ALSO REALLY CRITICAL AND IS ALSO SOMETHING THAT WE HEARD DURING RECENT PRESENTATIONS TO COMMUNITY ADVISORY COMMITTEE AND OTHER CONVERSATIONS WE HAVE HAD WITH OUR STAKEHOLDERS OUT IN THE PUBLIC.

THIS WOULD BE DEVELOPING AND IMPLEMENTING A CONSTRUCTION CAREERS PROGRAM THAT MEETS REQUIREMENTS OF FEDERAL LAW AND REGULATIONS AND INCLUDES CITY OF AUSTIN HIRING GOALS TO HIRE FROM APPRENTICESHIP AND PROMOTE HIRING OF LOCAL WORKERS SO LONG AS POSSIBLE WITH A THEN EXISTING WORKFORCE.

WHAT THAT MEANS IS THE WORKFORCE AT THE TIME WE ARE ISSUING THESE CONTRACTS.

SO THOSE ARE THE ELEMENTS OF THE RESOLUTION.

THEY ARE IN YOUR BACKUP.

AND AS WE DISCUSSED AT THE WORK SESSION, THE INTENT IS TO MAKE SURE THEY ARE INCORPORATED AND A.T.P. CONTRACTS GOING FORWARD.

SO IF THERE ARE ANY QUESTIONS, I'M HAPPY TO ANSWER THEM.

AND YOU WILL SEE SOME OF THIS LANGUAGE AS WELL NEXT WEEK AT THE TRI-PARTY MEETING FOR J.P.A. ADOPTION.

>> THANK YOU, SAM.

ANY QUESTIONS FROM THE BOARD?

BOARD MEMBER ELKINS?

>> THANK YOU, SAM.

SO AT THE BEGINNING OF THE MEETING WE HEARD A COUPLE COMMENTS ABOUT RECOMMENDING DELAYING THIS ACTION ITEM UNTIL AFTER

THE J.P.A. IS VOTED ON AT THE END OF THE MONTH.

I GUESS MY QUESTION IS WHAT ARE THE RAMIFICATIONS OF DELAYING THIS VOTE.

IS THIS SOMETHING THAT NEEDS TO BE DONE RIGHT NOW, OR ARE THERE MERITS TO DELAYING IT UNTIL AFTER THE J.P.A. MEETING?

>> I PERSONALLY THINK, AND I THINK THE REASON WE MENTIONED OCTOBER 20th IN THE WORK SESSION, IT IS IMPORTANT TO GET THIS OUT EARLY AND SHOW THE A.T.P.'S COMMITMENT TO THESE ITEMS AS WE GO INTO THE J.P.A. MEETING.

I THINK THAT'S PROBABLY THE MOST CRITICAL ELEMENT OF DOING IT THIS MONTH.

>> BOARD MEMBER STRATTON?

>> YES, THANK YOU, SAM.

I JUST WANT TO CLARIFY SOMETHING HERE.

MY UNDERSTANDING IS A COUPLE THINGS.

THE LANGUAGE, BECAUSE I DID SEE, I READ THROUGH THE RESOLUTION.

THE LANGUAGE HERE THAT IS FOR CONSTRUCTION MITIGATION, WORK FIRST PROGRAM, LIVING WAGE POLICY AND CONSTRUCTION CAREERS PROGRAM ARE ALL PULLED FROM THE -- WHAT ARE REFERENCED HERE IN THE VERY FIRST WHEREAS CLAUSES, COLLECTIVELY KNOWN AS "PROJECT CONNECT RESOLUTIONS".

THOSE RESOLUTIONS BEING THE CAPITAL METRO FUNDING AND COMMITMENT RESOLUTION.

THAT CAP METRO PASSED.

AND ALSO THE CITY OF AUSTIN CONTRACT WITH THE VOTERS, CORRECT?

>> CORRECT.

>> SO THIS IS LANGUAGE, LITERALLY LIFTED DIRECTLY FROM THE CAP METRO AND THE CITY OF AUSTIN DOCUMENTS THAT WERE, ESSENTIALLY THE COMMITMENT TO THE VOTERS.

THE CONTRACT WITH THE VOTERS.

THAT WENT ALONG WITH WHAT WAS PUT ON THE BALLOT BACK IN NOVEMBER WITH PROP-A.

>> THAT IS CORRECT.

WITH THE EXCEPTION OF THE CONSTRUCTION CAREERS PROGRAM. WHICH IS MEANT TO REFLECT THE SPIRIT OF THE CONTRACT TO THE VOTERS, SPECIFICALLY THE CITY OF AUSTIN HIRING GOALS, BECAUSE THERE'S NOT A SPECIFIC ITEM TO VOTERS ABOUT APPRENTICESHIP PROGRAMS.

OTHERWISE THE PREVIOUS THREE DO COME DIRECTLY FROM THE LANGUAGE OF THE CONTRACT OF THE VOTERS.

>> OKAY.

WITH THE CONSTRUCTION CAREERS PROGRAM, THAT LANGUAGE, WHERE WAS IT SPECIFICALLY COMING FROM THEN?

IS THAT SOMETHING THAT STAFF HAS DEVELOPED TO TRY TO ALIGN WITH SOME --

>> THIS WAS DEVELOPED BY STAFF.

AND IF OUR DEPUTY COUNSEL HAS OTHER COMMENTS, I WILL LET HIM SPEAK.

>> RANDY CARR, GENERAL COUNSEL FOR AUSTIN TRANSIT PARTNERSHIP.

PART OF THE CONCERN WE SAW FROM THE COMMUNITY IS THAT THE LOCAL WORKFORCE HIRING PROGRAM WAS KIND OF MIXED INTO ONE OF THE WHEREAS CLAUSES, IN KIND OF A CONFUSING WAY.

IF YOU LOOK AT THE CONTRACT WITH VOTERS, THERE IS A LINE ABOUT INCLUDING WORKER PROTECTIONS ALONG WITH A BETTER BUILDER PROGRAM AND THE COMMUNITY SAID THOSE PROGRAMS WERE ACTUALLY SEPARATE.

SO WE WANTED TO PULL THAT OUT INTO ANOTHER BULLET POINT.

IF YOU LOOK AT THE LAST WHEREAS, OR BE IT FURTHER RESOLVED IT ALSO TALKS ABOUT HIRING LOCAL WORKERS AND THAT IS WITH THE LIVING WAGE AND DAVID-BACON.

WE WANT TO CLARIFY THAT.

WE AREN'T ADDING ANYTHING REALLY TO THE CONTRACT WITH VOTERS, OTHER THAN OFFERING ALSO TO DO THE APPRENTICESHIP PROGRAM AND MAKE THAT MORE CLEAR.

SO WE ARE JUST CLARIFYING WHAT WAS ALREADY COMMITTED.

>> OKAY, SO BASICALLY THAT EVERY -- WHAT I'M UNDERSTANDING IS EVERYTHING IN THE FIRST TWO RESOLVED CLAUSES RELATED TO CONSTRUCTION MITIGATION, WORKFORCE PROGRAM AND LIVING WAGE CAME STRAIGHT OUT OF THE CONTRACT WITH THE VOTERS?

>> RIGHT.

>> AND THE PROPOSAL FOR THE CONSTRUCTION CAREERS PROGRAM PRETTY MUCH Y'ALL WERE HAVING ALREADY TAKEN THE FEEDBACK AND SEEING THE FEEDBACK FROM THE COMMUNITY UP TO THIS POINT.

IT WAS SORT OF SEPARATING THAT OUT AND EXPANDING ON IT TO TRY TO MEET THE SORT OF THE INTENT AND THE FEEDBACK FROM THE COMMUNITY AS WELL.

BUT IT'S TRYING TO MEET SORT OF THE, I GUESS, IF NOT THE LETTER, DEFINITELY THE SPIRIT OF WHAT WAS INTENDED FROM THAT PROVISION WITHIN THE CONTRACT WITH THE VOTERS.

AND PUT SOME MORE MEAT ON THE BONES WITH IT, AS IT WERE.

>> CORRECT.

IN HINDSIGHT WE PROBABLY WOULDN'T HAVE PUT THOSE IN THE PREVIOUS WHEREAS CLAUSES, CLAUSES, WE WOULD HAVE HAD THEM IN A SEPARATE BULLET POINT.

>> THANK YOU FOR THAT.

ADDITIONAL FOLLOW-UP QUESTION.

AND MAYBE, I JUST WANT TO MAKE SURE THAT I'M CLEAR ON THIS.

BECAUSE, BASED ON WHAT I'M SEEING HERE, THIS RESOLUTION IS NOT -- THIS RESOLUTION IS NOT DIRECTLY, PER SE, RELATED TO THE J.P.A.

I KNOW THAT WHEN WE POSTED THIS ITEM, THAT THE ITEM, AS ITS READ IN THE POSTING ITSELF MAKES REFERENCE TO THE APPROVAL OF A RESOLUTION TO DIRECT STAFF TO FUND, OR TO DIRECT STAFF TO DEVELOP THESE PROGRAMS, IN ACCORDANCE WITH THE J.P.A.

BUT WE HAVEN'T PASSED THE J.P.A. YET.

HOWEVER, WHAT IT WOULD PROBABLY BE MORE ACCURATE, AT LEAST ON THE AGENDA TO HAVE SAID IS, IN ACCORDANCE WITH A CONTRACT WITH THE VOTERS OF WHICH THE J.P.A. ULTIMATELY IS A PIECE.

I MEAN, MAYBE I'M SPLITTING HAIRS HERE BUT I GUESS WHAT I'M GETTING AT, EVERYTHING IN HERE IS ULTIMATELY ALREADY DIRECTED OR ALREADY PASSED AND DIRECTED TO US BY CAP METRO, BY THE CITY OF AUSTIN, AND BY THE VOTERS, THEMSELVES.

THEY SAID, GO DO THIS.

>> THAT'S CORRECT, BOARD MEMBER.

>> OKAY, ALL RIGHT.

>> THAT'S FAIR.

>> THE J.P.A. IS KIND OF, THIS IS -- IF WE WERE TO PASS THIS, IT REALLY IS MORE OF A CASE OF, IF WE WERE TO DO THIS, WE ARE ACKNOWLEDGING AND PUTTING INTO OUR DOCUMENTS AND OUR INTENTIONS HONORING WHAT OUR PARENTS, THE TWO ORGANIZATIONS, CAP METRO, CITY OF AUSTIN AND FOR THAT MATTER THE VOTERS SAID WE WANT TO DO THIS, RIGHT?

>> THAT'S CORRECT.

>> AND THEN AT THAT POINT, WE ARE NOW MOVING IT FORWARD SO THAT IN THE J.P.A., WHEN YOU LOOKED AT THAT, THAT CROSSWALK, THAT WOULD BE A WAY OF SAYING OKAY, AND NOW A.T.P. HAS NOW PASSED SOMETHING THAT WE CAN GO BACK AND REFERENCE.

IS THAT CORRECT?

>> YES.

>> SO IF ANYTHING, I GUESS THE ONLY THING I WOULD SAY IS, THERE MIGHT HAVE BEEN A LITTLE CONFUSION AMONG PEOPLE IN THE COMMUNITY.

BECAUSE THIS IS NOT, PER SE, THE J.P.A.

IT'S -- WE'RE CODIFYING AS AN ORGANIZATION HERE, IF WE WERE TO PASS THIS, FROM WHAT MY UNDERSTANDING IS, AND YOU, CASEY JUMP IN FROM LEGAL TEAM IF I'M MISSING THIS.

WE ARE BASICALLY JUST CODIFYING WHAT CAP METRO, CITY OF AUSTIN AND THE VOTERS ALREADY SAID WE WANT A.T.P. TO BE DOING.

>> THAT IS ACCURATE.

>> OKAY.

AND THEN THE J.P.A. IS GOING TO GO BACK AND REFERENCE AND SAY, YES IT'S IN THERE.

>> CORRECT.

>> I WANT TO MAKE SURE I HAVE AN UNDERSTANDING OF THAT AND IF THAT'S PART OF THE DIALOGUE WITH THE COMMUNITY AND FOR THOSE PEOPLE WHO ARE WATCHING.

BECAUSE SOMETIMES I THINK PEOPLE MIGHT BE THINKING WE PUT THE CART BEFORE THE HORSE.

BUT IN FACT, THIS IS PART OF THIS LONG PROCESS THAT'S BEEN RATHER TECHNICAL IN NATURE.

BUT WE HAVE BEEN WORKING ON THIS FOR OVER A YEAR AND A HALF, AS WE WERE MOVING THINGS DOWN THE LINE.

IT SEEMS TO ME, AT LEAST, THE NEXT STEP IN THE PROCESS OF GETTING US TO -- AND THEN I GUESS MY FINAL QUESTION WOULD BE, YOU KNOW, IF WE ARE TO PASS THIS, THOSE, THE POLICIES THAT ARE REFERENCED HERE, WILL THERE BE OPPORTUNITIES, AS YOU ALL SEE IT, WILL THERE BE OPPORTUNITIES FOR THE PUBLIC TO CONTINUE TO HAVE FEEDBACK AND INVOLVEMENT TO HELP ADVISE THROUGH OUR VARIOUS STAKEHOLDER ENGAGEMENT PROCESSES?

TO PROVIDE CONTINUED FEEDBACK AS TO WHAT THESE THINGS ARE GOING TO LOOK LIKE?

>> ABSOLUTELY.

I THINK THAT IS THE BIGGEST VALUE WHY WE SPECIFICALLY CALLED OUTCOMING BACK TO THE BOARD FOR APPROVAL.

IS EVERY SINGLE TIME WE HAVE SOMETHING BUILT INTO ONE OF OUR BOARD AGENDAS, IT MEANS ULTIMATELY, AND THIS IS SOMETHING I'M WORKING ON WITH JACKIE AND MANY OTHER FOLKS TO MAKE SURE IT'S ALSO BUILT INTO THE TAX PROCESS AND OUR OTHER COMMUNITY ADVISORY COMMITTEES SO THERE'S ALWAYS A CONTINUOUS FEEDBACK LOOP.

>> THE COMMUNITY ADVISORY COMMITTEE AND OTHERS WILL RECEIVE FEEDBACK AND COMMENT AND HELP US DEVELOP, MEETS THE SPIRIT OF AUSTIN BUT ALSO DOESN'T RUN US A FOUL OF WHAT THE FEDERAL LAW SAYS.

>> THAT'S CORRECT, BOARD MEMBER.

>> THANK YOU FOR THAT.

I REALLY APPRECIATE YOU TAKING THE TIME.

>> THANK YOU, BOARD MEMBER STRATTON.

I DO HAVE SEVERAL QUESTIONS.

MAYOR, DO YOU HAVE ANY QUESTIONS?

>> I DO BUT I WOULD BE HAPPY TO WAIT FOR YOU TO GO FIRST.

>> NO, GO AHEAD.

>> MAYOR ADLER: I APPRECIATE ALL THE WORK ON THIS.

AND AS WE GET THROUGH TODAY'S MEETING AND AS WE GO INTO THE MEETING AT THE END OF THE MONTH, OBVIOUSLY THERE WILL BE THINGS FOR EVERYBODY TO TALK THROUGH, AS EVIDENCED FROM THE FOLKS THAT SOME OF THE FOLKS WE HAVE HEARD IN THE COMMUNITY.

AND I THANK JESSICA AND JEREMY FOR THE HELP THEY HAVE



ALREADY GIVEN US.

AND I APPRECIATE THE STAFF AS IT WAS DOING THIS WORK, INCORPORATING SOME OF THE THINGS THAT WERE RAISED BY SOME OF THE FOLKS IN THE COMMUNITY.

MOST SIGNIFICANTLY, ESPECIALLY THE ONE YOU WERE JUST TALKING ABOUT WHICH WAS TO SAY WE WOULD NOT BE AUTHORIZING THE POLICY TODAY.

BUT THE DRAFTING OF THE POLICY, WITH THE REQUEST THAT THE POLICY COME BACK TO THE BOARD.

SO I UNDERSTAND FROM THAT, CONSISTENT WITH OUR POLICIES, IT WOULD BE POSTED.

WE WOULD HAVE A CHANCE TO HEAR IT AND LEARN ABOUT IT.

THE COMMUNITY WOULD BE ABLE TO SEE THE POSTING AND WATCH THAT AND LEARN FROM THAT.

AND THEN TO ACTIVELY PARTICIPATE AS WE ACTUALLY ENDED UP VOTING ON IT.

AND THERE WOULD BE OPPORTUNITIES FOR NOT ONLY THE COMMUNITY BUT FOR THE TECHNICAL COMMITTEES AS APPROPRIATE.

AND FOR THE COMMUNITY ADVISORY COUNCIL TO COMMENT ON ALL THESE POLICIES.

AND I THINK THAT'S IMPORTANT BECAUSE THE POLICIES ARE GOING TO CONTAIN MORE THAN JUST THE LANGUAGE THAT WAS IN THE CONTRACT WITH THE VOTERS.

I MEAN, OBVIOUSLY THE CONTRACT WITH THE VOTERS IS A REALLY HIGH LEVEL GUARANTY, OR HIGH-LEVEL STATEMENT OF INTENT.

I REMEMBER BEING INVOLVED IN THE CONVERSATIONS AS WE DEBATED THAT LANGUAGE.

AND I RECALL THERE NOT BEING AN IMMEDIATE MEETING OF MINDS ON THE LANGUAGE THAT WAS PUT INTO THE CONTRACT WITH THE VOTERS.

AND WE HAD QUITE FRANKLY, DIFFERENT PEOPLE WITH DIFFERENT PRIORITIES ARGUING FOR DIFFERENT EMPHASIS AND DIFFERENT STATEMENTS.

BUT ULTIMATELY, REALLY PROUD TO BE PART OF A COMMUNITY THAT WAS ABLE TO COME TO A COMMON UNDERSTANDING.

THAT GOT EVERYONE OUT.

EVEN GROUPS THAT HAVE INITIALLY PUSHED AGAINST EACH OTHER. CONTRIBUTING TO HELP WIN THE ELECTION.

AND WE WON THE ELECTION BECAUSE WE WERE SUCCESSFUL IN THREADING THAT NEEDLE.

SO JUST A COUPLE THINGS.

FIRST, I WANT TO GO BACK TO WHAT MY COLLEAGUES SAID. BECAUSE I THINK IT'S IMPORTANT.

THE LANGUAGE THAT'S BEING BROUGHT TO US TODAY IS REALLY NOTHING MORE OR LESS, GENERALLY, NOTHING MORE OR LESS THAN WHAT WAS THE CONTRACT WITH THE VOTERS.

SO SOMEONE GOING TO THE POLLS WOULD LOOK AT A RESOLUTION AND SAY WHAT IS IT I'M VOTING ON.

AND THAT CONTRACT WITH VOTERS, BY THE WAY, BECOMES AN ENFORCEABLE COMMITMENT.

SO IT'S POSSIBLE TO GO INTO COURT, IF PEOPLE ARE SPENDING THE MONEY INCONSISTENT WITH THE BALLOT LANGUAGE.

IT'S ALSO POSSIBLE FOR PEOPLE TO GO TO COURT FOR SPENDING MONEY INCONSISTENT WITH THE ELEMENTS SPECIFICALLY MADE ANCILLARY TO THE BALLOT LANGUAGE AND COURTS CAN GIVE THAT GREAT WEIGHT IN DECIDING WHAT IT WAS THAT WAS THE INTENT OF WHAT PEOPLE VOTED ON.

SO YOU HAVE GIVEN US, IN ESSENCE, FOUR PROPOSITIONS HERE THAT STAFF IS SUPPOSED TO GO BACK AND COME BACK WITH A POLICY WITH.

THERE'S THE CONSTRUCTION MITIGATION PROGRAM, WHICH WE HAVE TALKED ABOUT.

THAT I DON'T REMEMBER SEEING IN THE CONTRACT WITH THE VOTERS.

IT PROBABLY COULD HAVE BEEN THERE.

NOT SOMETHING THAT I FOCUSED ON AND I WAS THERE AND I MISSED IT.

AND WE HAVE DISCUSSED THAT AS A BOARD AND CONCERN ABOUT THAT.

AND WE SHOULD GET THAT POLICY DONE SO THAT PEOPLE CAN SEE IT.

THE WORKFORCE PROGRAM, THE -- AND I DON'T SEE IN THE ACTUAL RESOLUTION ITSELF, THE ACTUAL WORDING OUT OF THE CONTRACT WITH THE VOTERS, BUT VERY SIMILAR.

AND THE CITY MANAGER WILL INCLUDE IN THE JOINT POWERS AGREEMENT WITH CapMetro THAT THEY HAVE A BETTER BUILDER PROGRAM OR A SIMILAR PROGRAM IF THEY'RE WORKING AND INCLUDING AS THOSE ALLOWED BY FEDERAL LEGISLATIONS AND OSH A-TRAINING AND ON-SITE MONITORING AND INDEPENDENT OF THE CONSTRUCTION COMPANIES AND IN COMPLIANCE WITH ALL APPLICABLE, STATE AND FEDERAL AND LOCAL LAWS.

YOU PRETTY MUCH TRACK THAT LANGUAGE.

THAT WE HAD AND I THINK THAT AT THIS POINT, AS WE DEVELOP THE POLICY I DON'T THINK THAT WE COULD DO MORE OR LESS THAN THAT.

NOW IF THE GROUPS GET TOGETHER, THE THREE BODIES, AND THEY DECIDE THEY'RE GOING TO CHANGE THE JOINT POWERS AGREEMENT AND THE THREE BODIES AGREE TO THAT, THEN, OBVIOUSLY, WE WOULD NEED TO MAKE OUR POLICIES CONSISTENT WITH WHATEVER THE -- THE ACTION IS IN ANY JPA, IF THERE'S A CHANGE.

BUT AT THIS POINT, I THINK THAT IT IS APPROPRIATE FOR US TO REPEAT THE LANGUAGE THAT WAS IN THE CONTRACT WITH THE VOTERS AND ASK FOR A POLICY THAT DOES THAT.

NOW IN THAT REGARD, THE SPEAKERS THIS MORNING HAVE SAID WE WANT THERE TO BE DISCUSSION AND DEBATE ABOUT SOME THINGS THAT

MAY VERY WELL BE FAIR GAME IN ACTUALLY DRAFTING OF THE POLICIES THEMSELVES.

THAT'S A LONGER CONVERSATION.

IT'S GOING TO REQUIRE COMMUNITY ENGAGEMENT AND DISCUSSIONS.

AND IT'S GOING TO REQUIRE STAFF TO TAKE A LOOK AT AND DECIDE WHAT THE POLICIES ARE.

I MEAN, THE LANGUAGE SAYS THAT AS WE GO THROUGH THE LIVING WAGE POLICY THAT IS IN OUR RESOLUTION THAT IT MIRRORS THE LANGUAGE THAT WAS IN THE CONTRACT.

THE CITY MANAGER, AND THE JOINT POWERS AGREEMENT AND THE AUSTIN PARTNERSHIP AND CapMetro AND THAT ALL CONTRACTS AND ALL OF THE PARTNERSHIP ENSURE A LIVING WAGE IS ESTABLISHED BY THE CITY OF AUSTIN OR A PREVAILING WAGE UNDER THE ACT FOR ALL WORKERS UNDER THE CONTRACT.

AND ENSURE ACCESS TO HEALTH AND PAID SICK LEAVE AND LOCAL WORKERS TO BE AFFORDED A HIRING PREFERENCE WHERE ALLOWED BY FEDERAL LAW.

THAT LANGUAGE, AGAIN, IS VIRTUALLY VERBATIM IN THE LIVING WAGE SECTION OF WHAT WE PASS AS -- AS BOARD MEMBER STRATTON POINTED OUT AS WELL, THAT THE LANGUAGE AT THE END ABOUT LOCAL HIRING PREFERENCE IS IN THE CONSTRUCTION CAREER PROGRAM.

WHICH PROMOTES THE HIRING OF LOCAL WORKERS AS MUCH AS POSSIBLE WITHIN THE EXISTING WORKFORCE.

SO THOSE PROVISIONS ARE PRETTY MUCH THERE.

BUT THERE ARE QUESTIONS THAT ARE OUTSTANDING.

WHERE WE HAVE THE LANGUAGE IT SAYS THAT IS PREVAILING WAGE -- THERE'S AN "OR" THERE AND WE'LL HAVE TO FIGURE OUT WHEN YOU DO ONE AND WHEN IT IS THAT YOU DO THE OTHER.

AND THERE'S GOING TO BE A CONVERSATION ABOUT THAT.

AND THE QUESTION IS WHEN IS THE APPROPRIATE TIME TO HAVE THAT CONVERSATION.

I WOULD SUGGEST THAT THAT'S NOT SOMETHING THAT WE'LL BE ABLE TO DECIDE TODAY.

WHETHER WE USE EXACTLY THAT LANGUAGE OR IN OUR POLICY WE COULD COME AND KEEP IT OPEN AND AMBIGUOUS THAT WAY.

WE COULD AND BACK IN AND MAKE VERY CLEAR THAT -- THAT WHERE THERE'S A JOB OR AN OCCUPATION THAT'S NOT COVERED BY THIS, AND IT WILL ALWAYS BE THE CITY OF AUSTIN LIVING WAGE POLICY.

AND WE COULD COME SAY WHERE IT'S BOTH THAT THIS IS THE CRITERIA OR HOW WE'LL GET IT SOLVED OR HOW TO DEAL WITH FORCED CHOICES WHEN WE HAVE TO MAKE CHOICES BETWEEN THINGS -- WHATEVER IT IS.

BUT WHATEVER IT IS, I AM COMFORTABLE WITH US MOVING FORWARD NOW BECAUSE I DON'T WANT TO TRY TO FIGURE THIS OUT ON THE DAIS.

I DON'T THINK WE CAN DO THAT.

I THINK WE NEED A MUCH MORE DELIBERATE PROCESS AND THE OPPORTUNITY FOR THE COMMUNITY TO GET ENGAGED.

BUT I DO HIGHLIGHT THAT POINT WITH RESPECT TO THAT "OR" IN THAT SENTENCE.

SIMILARLY WE TALK ABOUT AN INDEPENDENT -- THE INDEPENDENT CONSTRUCTION REVIEW OR ON-SITE MONITORING.

I MEAN, WHAT DOES IT MEAN TO BE INDEPENDENT?

I WOULD THINK THAT IS PROBABLY SOMETHING THAT THE STAFF WILL BE LOOKING AT WHEN THEY BRING US BACK THAT POLICY.

IT'S MY UNDERSTANDING THAT TRAVIS COUNTY DOES IT IN HOUSE, BUT TRAVIS COUNTY'S IN-HOUSE MONITORING HAS BEEN CERTIFIED BY SOME OF THE GROUPS IN THE COMMUNITY THAT DO WORKERS' ADVOCACY.

STILL IN-HOUSE, BUT THEY'VE DEMONSTRATED TO THE ORGANIZATIONS THAT -- THAT THEY'RE ABLE TO PROTECT A WORKER'S INTEREST.

AND I WOULD URGE OUR STAFF IN DEVELOPING A POLICY TO LOOK AT THAT AND TO SEE IF THAT ACTUALLY HAPPENS AND IF THAT ACTUALLY WORKS OR -- OR DOESN'T WORK.

SO I PICK THOSE TWO OUT BECAUSE THOSE WERE TWO OF THE THINGS THAT WERE -- WERE MENTIONED.

THERE'S GOING TO BE A LONGER CONVERSATION ABOUT THAT.

IT'S JUST I DON'T THINK THAT THE PLACE TO HAVE IT IS RIGHT NOW.

AND IF THERE'S A CHANGE IN THE JPA THAT CHANGES LANGUAGE, THAT THE THREE BODIES DECIDE TO ADOPT COLLECTIVELY, THEN THAT WOULD -- I WOULD IMAGINE -- BECOME PART OF THE DIRECTION THAT STAFF WOULD HAVE IN ADOPTING -- COMING BACK WITH WHATEVER DRAFT POLICIES THAT IT COMES BACK WITH.

SO TO CONCLUDE IN MUCH TOO LONG A CONVERSATION, I REALLY APPRECIATE THE ENGAGEMENT OF THE STAKEHOLDERS AND THE COMMUNITY THAT ARE INVOLVED IN THIS, AND I ANTICIPATE MORE.

THEY HAVE POINTED OUT I THINK SOME AREAS THAT WE'RE OBVIOUSLY GOING TO BE LOOKING AT POLICIES TO SEE HOW THEY'RE DEALT WITH.

BUT NOW I AM COMFORTABLE MOVING FORWARD BECAUSE ALL WE'RE DOING TODAY IN ESSENCE IS ADOPTING THE LANGUAGE OF THE CONTRACT WITH THE VOTERS AND IT MAKES ME A LITTLE BIT NERVOUS TO BE CHANGING THE CONTRACT WITH THE VOTERS AT THIS POINT EITHER WAY, BECAUSE HOWEVER WE WOULD CHANGE THE CONTRACT WITH THE VOTERS, THERE'S GOING TO BE SOMEBODY WHO SAYS, HEY, WAIT A SECOND, I ONLY SUPPORTED THIS OR VOTED FOR THIS, BECAUSE OF THE REPRESENTATION THAT YOU -- THAT YOU GAVE TO ME.

HARDER DECISION DOWN THE ROAD.  
NOT FOR TODAY.

I'M PREPARED TO VOTE FOR THIS.

>> THANK YOU, FOR FURTHER CONTEXT TOO, I THINK THAT IT IS REALLY IMPORTANT -- AND JUST LATE LAST NIGHT WE DID RECEIVE SOME MORE OF THE COMMENTS FROM THE CAC AND THE RED LINES THAT THEY FORWARDED TO THE BOARD.

SO I APPRECIATE THE ENERGY AND EFFORT TO LOOK THROUGH THE FINE LANGUAGE OF WHAT HAS BEEN DRAFTED.

AND SO MY UNDERSTANDING IS THAT WE WILL MOVE -- THIS EFFORT IS FOR GUYS TO RUN WITH AND TO START CREATING THE IN-DEPTH POLICY.

AND THROUGH THAT IN-DEPTH POLICY WE WILL THEN HAVE MORE NEGOTIATIONS WITH THE COMMUNITY AND CONTINUE TO INVOLVE THE GROUPS.

MY QUESTION IS IN TERMS OF THE JPA, NINE DAYS FROM NOW ON THE 29TH, HOW DOES THIS RESOLUTION IMPACT THAT JPA IN NINE DAYS?

>> THIS -- THIS LANGUAGE FOR THE CONSTRUCTION CREW'S PROGRAM, IT'S BEEN AGREED TO, AT LEAST BY ATP AND CapMetro SO WE ARE SUGGESTING AS A RED LINE FOR RED LINE VERSION 2 OF THE JPA.

>> RED LINE VERSION TWO OF THE JPA?

HELP ME UNDERSTAND.

SO THIS IS -- WHAT WE'RE GOING TO BE LOOKING THROUGH BEFORE WE VOTE ON THE 29TH IS HOW YOU GUYS ARE IMPLEMENTING IN-DEPTH THE COMMUNITY'S COMMENTS?

>> YOU WILL -- SAM CAN ANSWER THAT A LITTLE BIT MORE, BUT WE HAVE A RED LINE VERSION AS YOU REQUESTED THAT WOULD ALSO BE A BACK-UP FOR YOU TO SEE WHAT HAS CHANGED.

SO THIS CHANGE SHOULD HOPEFULLY BE REFLECTED AS A RED LINE FOR TO YOU SEE THAT THIS PARTICULAR LANGUAGE HAS BEEN PUSHED INTO THE JPA.

>> SO WHAT HAPPENS IF SOME OF THE ELEMENTS THAT THE COMMUNITY HAVE BROUGHT FORWARD ARE STILL NOT INCLUDED IN THAT RED LINE FROM YOU, BUT IT IS INCLUDED ON THE RED LINES THAT THE COMMITTEE HAS SUBMITTED?

>> SO WE HAVE BEEN TAKING ALL OF THE COMMENTS THAT HAVE COME BACK, EITHER FROM POLICYMAKERS, BUT ESPECIALLY OVER THE PAST COUPLE OF WEEKS FROM OUR -- FROM THE CAC, FROM THE MOBILITY COALITION, FROM THE TAX, FROM CapMetro AND ACCESS COMMITTEES AND WE'VE BEEN LOGGING THEM AS INDIVIDUAL COMMENTS.

SO IF WE RECEIVED A MEMO, FOR INSTANCE, THAT HAD RECOMMENDATIONS NOT IN RED LINE FORM FOR THE CAC -- SORRY -- FOR THE JPA WE HAVE BEEN LOGGING THOSE AS INDIVIDUAL COMMENTS.

THAT WAY WHEN THE PUBLIC -- WHEN WE POST THE PACKET -- WILL BE ABLE TO SEE THAT WE RECEIVED AND REVIEWED ALL OF THEIR COMMENTS AND THEY WOULD THEN LOOK AT THE RED LINE COPY AS REQUESTED BY THE POLICYMAKERS AND SEE WHAT HAS AND HAS NOT BEEN INCLUDED.

SO THAT IS A RECOMMENDATION IN ESSENCE FROM THE THREE

PARTIES, STAFF, FOR WHAT SHOULD BE INCORPORATED BASED ON COMMUNITY FEEDBACK AS WELL AS THE TWO BOARDS AND COUNCIL.

SO MAYBE THERE ARE ELEMENTS THAT ARE NOT ULTIMATELY INCLUDED IN THE JPA AND HAVING THEN COMMUNITY ENGAGEMENT THAT ULTIMATELY WINDS UP BEING APART FROM THE COMMUNITY ENGAGEMENT.

YOU WANT TO TAKE AS MANY COMMENTS AS YOU CAN AND STILL ABIDE BY THE GOVERNING RULES, IN OUR CASE IT'S FEDERAL LAW, IT'S CONTRACT TO THE VOTERS AND THE COMMUNITY COMMITMENT.

AND SOME THINGS MAY NOT MAKE IT INTO THAT DOCUMENT.

I WOULD LIKE TO REITERATE THOUGH -- AND I HOPE THAT THIS RESOLUTION DOES THIS -- IS THAT THERE WILL BE MULTIPLE OPPORTUNITIES FOR MEMBERS OF THE COMMUNITY, FOR THE CAC, FOR THE TAK, TO COME BACK AND TO PARTICIPATE IN REALLY MEANINGFUL WAYS AND IT MAY BE THE DEVELOPMENT OF THE SPECIFIC POLICIES.

IT MAY BE WHEN CONTRACT COMES BACK TO THIS BOARD.

AND THAT JUST BECAUSE SOMETHING DOESN'T WIND UP IN THE FINAL JOINT POWERS AGREEMENT, DOESN'T MEAN THAT IT HASN'T BEEN THOUGHTFULLY CONSIDERED BY STAFF.

AND THAT IT WON'T HAVE A HOME IN ANOTHER DOCUMENT DEEPER INTO THE PROGRAM.

I CAN'T SAY FOR SURE, IT'S A VERY LARGE PROGRAM.

BUT HOPEFULLY THE COMMENT LOG AND THE RED LINES WILL SHOW PEOPLE WHAT WAS INCORPORATED AND WHAT WASN'T, AND THAT IS TRANSPARENT FOR THE COMMUNITY.

>> OKAY.

>> THOSE ARE THE STEPS TAKEN.

>> SO WITH THIS, I MEAN, I DON'T KNOW IF ANYONE HAS ANY FURTHER QUESTIONS.

>> Mayor Adler: I DO QUICKLY.

BECAUSE I THINK THAT I WOULD STRESS A LITTLE BIT DIFFERENT PART OF THE ANSWER THAN STOPPING THERE.

I THINK THAT WHAT HE SAID IS ABSOLUTELY RIGHT.

SO THERE'S GOING TO BE A JPA, APPARENTLY THAT, COMES BEFORE ALL THREE BODIES FOR US TO VOTE ON AT THE END OF THE MONTH.

IN ORDER FOR THAT TO GET PASSED, IT HAS TO BE APPROVED BY ALL THREE PARTIES BECAUSE IT'S A TRI-PARTY AGREEMENT.

I WOULD ANTICIPATE -- WHAT OUR STAFF HAS SAID IS THAT WHAT THEY'RE GOING TO PROPOSE WILL BE THE LANGUAGE THAT WAS IN THE CONTRACT WITH THE VOTERS AS REPRESENTED HERE.

I WOULD ANTICIPATE THAT THAT MEETING, THAT SOMEONE COULD COME FORWARD AND SAY LET'S MAKE A CHANGE TO THE CONTRACT WITH THE VOTERS.

EITHER BECAUSE IT'S BETTER POLICY OR BECAUSE THEY BELIEVE THAT IT REPRESENTS WHAT THE INTENT OF THE POLICY WAS OR FOR WHATEVER REASON.

SO ON THE 29TH, ONCE WE'VE GOTTEN THE STAFF PROPOSALS, THEN THE THREE BODIES THEN WILL DELIBERATE WHETHER OR NOT TO MAKE CHANGES.

FOR EXAMPLE, TO TAKE OUT THE "OR," AND WE COULD HAVE A CONVERSATION THEN ABOUT POLICY.

AND HAVE A CONVERSATION WHETHER THAT IS WITHIN OUR POWER GIVEN A CONTRACT WITH THE VOTERS, WE CAN HAVE ANY CONVERSATION THAT WE WANT TO AT THE END OF THE MONTH.

AND I DON'T KNOW IF SOMEONE WOULD DO IT AGAIN, I DON'T KNOW, AND I DON'T PREDETERMINE AND CAN'T KNOW WHAT THE THREE BODIES WILL DO.

BUT FOR US, I AM COMFORTABLE SAYING TODAY THIS IS WHAT WE SAID TO THE VOTERS, LET'S HAVE A POLICY THAT IMPLEMENTS THIS.

AND WE WANT OUR STAFF IN DEVELOPING THAT POLICY TO BRING BACK TO US AND THE PUBLIC TO REALLY SPEND SOME TIME ON THE QUESTION OF INDEPENDENT, AND WHAT THAT MEANS.

BECAUSE THERE COULD BE A WIDE RANGE OF INDEPENDENCE.

THAT WORD DOES NOT ANSWER ALL OF THE QUESTIONS.

AND TO TAKE A LOOK AT THE HIRING AND THEN THE WAGE QUESTIONS BECAUSE IT'S ALWAYS A TRADEOFF WHEN YOU ARE LOOKING AT THINGS.

WE ALSO KNOW THAT WE WANT TO EMPOWER THE WORKERS IN OUR COMMUNITIES AS MUCH AS WE CAN.

AND THE MORE THAT OUR COMMUNITY WORKERS MAKE MONEY AND THE LESS SUBSIDIES THERE ARE IN A COMMUNITY AND THE BETTER THE HEALTH IN THE COMMUNITY.

SO THERE WILL BE ALL OF THOSE KINDS OF FACTORS THAT INVOLVE THE TRADEOFFS THAT WE EXPECT THE STAFF TO TAKE BACK TO US THAT THEN THE COMMUNITY HAS THE OPPORTUNITY TO BE ENGAGED UPON AND TO MAKE RECOMMENDATIONS, AND ULTIMATELY WE DECIDE.

SO WE HAVE OUR TRACK THAT WE STAY ON, UNLESS AND UNTIL THERE'S A THREE-PARTY AGREEMENT THAT TELLS US TO CHANGE DIRECTIONS.

IN WHICH CASE WE'LL CHANGE DIRECTIONS.

BUT, OTHERWISE -- AND WE'LL HAVE THAT CONVERSATION TO SEE -- BUT WHAT WE'RE SAYING TO OUR STAFF TODAY IS WE MADE -- YOU KNOW, THERE WAS A CONTRACT AND COME BACK WITH THE RULES THAT ENFORCE IT.

PAYING SPECIAL ATTENTION TO SOME OF THE SECTIONS THAT WE KNOW THAT WE'RE GOING TO WANT TO DISCUSS.

>> OKAY.

I THINK THAT ONE OF THE CONCERNS THAT I HAVE -- OR MORE OUT OF MY OWN UNDERSTANDING OF THIS PROCESS AND I REALLY APPRECIATE, MAYOR ADLER, YOU GIVING US A SYNOPSIS OF WHAT IS THE CONTRACT WITH VOTERS AND HOW WE TRANSLATE IT INTO RESOLUTIONS NEEDS TO BE AS VERBATIM AS POSSIBLE TO NOT DEVIATE, TO NOT TRIGGER ANY QUESTIONING OR ANY CHANGE IN OUR PROMISE TO THE COMMUNITY OF WHAT WAS PUT OUT

FOR A VOTE.

SO MY UNDERSTANDING -- AND WHAT I BELIEVE THAT NEEDS TO HAPPEN WITH THE JPA IS THAT WE'RE MOVING TOWARDS MORE CLARITY OVER ALL OF THIS SO THAT WE DON'T HAVE TO COME BACK AND TO RE-TRACE OUR STEPS LATER.

AND I WANT US TO GO FIVE STEPS FORWARD AND PERHAPS ONE BACK, BUT EVERY TIME JUST KEEP MOVING FORWARD.

WITH THAT SAID, IF -- IF THIS IS A RESOLUTION FOR -- FOR THE STAFF TO THEN GO ON AND TO DO THE HEAVY LIFTING BEHIND THE SCENES, WHAT I WANT TO SEE IS THAT WE TRY TO FOCUS ON REMOVING CONFLICTS.

FOR EXAMPLE, WITH THE BETTER BUILDER PROGRAM, MY UNDERSTANDING IS THAT THERE'S A 30% HIRING OF LOCAL FORCE VERSUS THE CITY OF AUSTIN'S HIRING PERCENTAGES.

SO THAT'S ALREADY -- ONE IS 15% AND ONE IS 30% AND WE ADD THE COMPLEXITY OF DAVIS BACON AND WE HAVE THREE ENTITIES.

SO HOW DO WE MANIFEST A CLEARER PATH THAT -- IS IT BASED ON THE SEGMENT OF THE PROGRAM?

IS IT BASED ON A VERY SPECIFIC SCOPE OF WORK?

IS IT VERY SPECIFIC TO THE AVAILABILITY OF WORKFORCE?

SO I REALLY WANT US TO REALLY DELINEATE WHAT HELPS US TO NOT HAVE TO COME BACK TO THE DRAWING BOARD AND THEN TO REHASH THIS THING IN THE COMPLEXITY THAT IT WOULD TAKE.

BECAUSE THE AVAILABILITY OF WORKFORCE AND WHO ARE WE TRAINING TO NOT ONLY DEPLOY AND MAINTAIN THE SYSTEM IS GOING TO BE EXCEPTIONALLY IMPORTANT.

THE OTHER PIECE THAT -- BUT ESPECIALLY BECAUSE I SEE IT OFTEN WHERE WE RELY ON STAFF INTERPRETATION, WHEN WE GO, FOR EXAMPLE, WITH PERMITTING.

WE FOLLOW THE CODE.

AND IT'S UP TO THE CITY STAFF TO INTERPRET HOW IT'S APPLICABLE.

SO THEN THERE'S A LOT OF DEBATE THAT GOES ON TO THE INTENT. WHAT IS THE INTENT OF WHAT WE'RE TRYING TO DO.

BUT I'M GLAD THAT YOU ALSO MENTIONED SOMETHING THAT I'M VERY CURIOUS ABOUT, BECAUSE OF THE RED LINES THAT I RECEIVED, THERE WAS SOMETHING SPECIFIC ABOUT THE HIRING GOALS FROM TRAINING PROGRAMS AND INDEPENDENT THIRD PARTY.

LIKE THE KEY WORD WAS INDEPENDENT THIRD PARTY.

ON-SITE MONITORING IS INCLUDED.

BUT THE ACCREDITED BY THE COMPANIES THAT ARE NOT AFFILIATES.

SO THAT ACCREDITATION BY THE LOCAL COMMUNITY AND ORGANIZATION, HOW DOES THAT WORK IN TERMS OF HELPING US TO SET UP OUR OWN MONITORING -- IF WE'RE THE ONES DOING THE CONSTRUCTION AND, YOU KNOW, HOW DO WE ESTABLISH THOSE THINGS BASED ON YOU SAID RIGHT



NOW WITH TRAVIS COUNTY.

THEY HAVE THEIR OWN PROGRAM?

AND IF THEY COULD COME BACK AT A LATER DATE AT ANOTHER BOARD MEETING IF YOU'RE NOT READY TO DISCUSS THIS.

BUT, REALLY, I WOULD RATHER HAVE MORE CLARITY EARLIER THAN LATER BECAUSE WE HAVE A VERY STRICT SCHEDULE.

SO HELPING US UNDERSTAND WHAT ARE THOSE CONFLICTS THAT WE WANT TO BE ABLE TO RESOLVE EARLY.

AND TO HAVE IN WRITING NOW THAT HELPS US TO MOVE FORWARD ON THE 29TH.

SO MY QUESTION IS SPECIFIC, AND YOU, MR. CARR OR OUR SPEAKERS IN THE AUDIENCE, IF Y'ALL COULD PLEASE HELP US TO UNDERSTAND HOW -- HOW DOES THIS AFFECT -- FROM THE RED LINES AND THE COMMENTS THAT YOU HAVE SUBMITTED, HOW DOES THIS IMPACT YOUR -- YOU KNOW, THE ABILITY FOR US TO MOVE FORWARD WITH -- WITH TODAY'S RESOLUTION?

>> BOARD MEMBER STRATTON, YOUR LIGHT CAME ON, I DIDN'T WANT TO INTERRUPT YOU.

>> YEAH, I APPRECIATE ALL OF THE THINGS THAT YOU'RE COMMENTING ABOUT.

I WOULD SUBMIT THAT WE GOT FEED BACK FROM, YOU KNOW, WE -- WE'VE HAD A COUPLE OF PEOPLE THAT TOOK THEIR TIME TO COME HERE AND I GREATLY APPRECIATE ANY FEEDBACK THAT ANYBODY HAS TO TAKE THE TIME OUT OF THEIR SCHEDULES TO COME OUT HERE AND TO TALK TO US.

I VERY MUCH GREATLY APPRECIATE THAT.

JUST AS MUCH AS I APPRECIATE THE FEEDBACK FROM ALL OF THE HUNDREDS OF PEOPLE WHO HAVE OPPORTUNITY TO TAKE THE TIME TO COME AND TO TELL US ABOUT WHERE THEY WANT THINGS, WHAT THEY WANT THIS PROGRAM TO LOOK LIKE.

TO MAKE IT TRULY REFLECTIVE OF WHO AUSTIN IS AND WHO WE ARE AND TAKE CARE OF AND LOOK LIKE AUSTIN, PROTECT AUSTIN, AND KEEPING AUSTIN AND THE CULTURE THAT WE ARE AND THE ORGANIZATION THAT WE ARE.

I THINK THAT THESE ARE ALL VERY VALID, YOU KNOW, AND QUESTIONS THAT WE NEED TO LOOK INTO AND ASK.

I THINK THOUGH THAT AT LEAST AT THIS POINT IN TIME FROM MY PERSPECTIVE, THAT I FEEL COMFORTABLE THAT THIS IS -- THAT WE CAN DISCUSS THIS AND RESOLVE THIS IN FUTURE MEETINGS.

BUT WHAT WE NEED RIGHT NOW IS TO CONSIDER AND PASS THE RESOLUTION THAT WE HAVE BEFORE US BECAUSE THAT THIS RESOLUTION IS CODIFYING BASICALLY WHAT CapMetro AND WHAT THE CITY OF AUSTIN AND MORE IMPORTANTLY THAN THAT, THE VOTERS OF AUSTIN SAID -- THAT WE WANT THIS DONE.

I THINK THAT, YOU KNOW, FROM WHAT I -- I FEEL CONFIDENT FROM WHAT I HAVE HEARD FROM STAFF HERE A MINUTE AGO IS THAT THIS

IS NOT THE END, THIS IS MERELY BASICALLY STATING THAT THIS IS WHAT THE -- THIS IS THE FRAMEWORK.

ATP WOULD NOW BE ADOPTING A FRAMEWORK BY WHICH WE WANT TO AND CAN HAVE THE CONTINUED FEEDBACK, HAVE THE CONTINUED DISCUSSION, HAVE CONTINUED FEEDBACK FROM INDIVIDUALS THAT ARE PASSIONATE AND ACTIVE ON THESE ISSUES AND WANT TO CONTINUE TO ENSURE THAT THE RIGHT TYPE OF PROGRAM -- THAT THE TYPE RIGHT OF WAGES AND THAT THE RIGHT TYPE OF WORKER PROTECTIONS ARE PROVIDED OUT THERE, THAT WE BUILD THIS RIGHT.

YOU'RE RIGHT -- WE ONLY HAVE ONE SHOT AT THIS, AND IF WE DON'T GET IT RIGHT THEN IT'S GOING TO BE HARD TO UNDO IT.

BUT I FEEL CONFIDENT THAT WE ALSO HAVE THE TIME TO DO IT BECAUSE WE'RE IN THE -- WE'RE STILL IN THE FIRST -- AS BRANDY SAID, WE'RE STILL IN THE FIRST INNING AND I FEEL COMFORTABLE THAT WE'VE GOT TIME TO DO THIS BUT IF WE DON'T HAVE THIS PASSED NOW AND THEN IN TURN GO AHEAD AND CODIFY IT IN THAT JPA, WE'RE STILL STANDING AT THE PLATE, YOU KNOW, TO USE THE BASEBALL ANALOGY -- WE'RE STILL STANDING AT THE PLATE, YOU KNOW, GETTING OUR CLEATS DUSTY AND DIRTY AND TAKING PRACTICE SWINGS AND WE HAVEN'T EVEN STEPPED UP TO ACTUALLY ENGAGE IN THE GAME.

THAT'S MY CONCERN.

IS THAT WE'VE GOT TO -- AND AGAIN, BRANDY -- SHIFTING IN GAMES HERE -- WE'VE GOT TO WALK -- WE'VE GOT TO BE ABLE TO TAKE THE BABY STEPS TO MOVE IT TO THE NEXT STAGE.

AND IN ORDER TO BE ABLE TO PUT MEAT ON THE BONES, TO DESIGN THE POLICIES, TO MAKE THESE THINGS LOOK LIKE WHAT WE WANT TO, WE HAVE TO GET PAST THESE STAGES FIRST.

THESE ARE IMPORTANT QUESTIONS, VALID QUESTIONS, THEY'RE CRITICAL FOR HOW WE DO THINGS GOING FORWARD, BUT IF WE DON'T GET THIS LANGUAGE CODIFIED HERE WHICH THEN AGAIN THE JPA -- MY UNDERSTANDING IS THAT THIS IS SIMPLY PART OF THE LOOKING BACK.

AND IT'S GOING TO CHECK THE BOX AND LOOK BACK AND SAY, YES, THIS HAS BEEN DONE.

AND WE RECOGNIZE THIS AND WE'RE ALL ON THE SAME PAGE THAT THE JPA IS ABOUT WHO IS ON FIRST AND WHO IS RESPONSIBLE FOR WHAT, AND WE WANT ALL THREE PARTIES ACKNOWLEDGING THAT ATP WILL DO THESE THINGS.

AND HERE'S HOW THEY SHOULD DO IT.

NOW JPA RUN WITH IT -- EXCUSE ME -- ATP RUN WITH IT, GET WITH YOUR STAFF AND GET WITH ADVOCATES AND TALK ABOUT WHAT THE MEAT ON THE BONES IS GOING TO LOOK LIKE WITH THIS KEY CRITICAL FRAMEWORK THAT ALL THREE OF THESE AND THE VOTERS ALL SAID THAT THEY WANT.

I THINK THAT FROM MY PERSPECTIVE IT'S IMPORTANT, BUT -- THAT THIS IS NOT THE VENUE TO GET INTO THOSE WEEDS RIGHT NOW.

AND WE'VE STILL GOT TIME TO LET STAFF, TO LET STAKEHOLDERS

ENGAGE, TO COME BACK AND TO HAVE A ROBUST DISCUSSION SEPARATELY ABOUT THAT.

BUT IF WE DON'T DO THIS NOW THEN WE'RE POTENTIALLY TRIPPING UP THE WHOLE THING BEFORE WE GET STARTED IS MY FEAR.

>> OKAY, FROM THE STAFF PERSPECTIVE, BOARD MEMBER, I WOULD SAY THAT IS CORRECT.

WE ARE ABOUT -- JUST SHY OF A YEAR SINCE THE ELECTION BUT WE ARE STILL -- WE'RE STILL A FAIRLY NEW ORGANIZATION AND WE'RE UNDERTAKING A BRAND-NEW ENDEAVOR THAT HAS NEVER BEEN DONE IN THIS COMMUNITY BEFORE.

AND SO THE JPA, AND THIS RESOLUTION TODAY, WE ARE CREATING A GOVERNANCE STRUCTURE AND RULES OF THE ROAD THAT STILL TRACK WITH WHAT THE VOTERS REQUIRE OF US, WHAT THE PARENTS HAVE REQUIRED OF US.

I THINK THAT THERE WILL BE A LOT OF OPPORTUNITIES TO COME BACK TO DO SELF-EDUCATION, TO LISTEN TO THE COMMUNITY, TO EDUCATE THE BOARD, AND TO TAKE FEEDBACK ON OUR FUTURE RESOLUTIONS AND FUTURE CONTRACTS, TO LEARN FROM OUR PEERS.

I THINK THAT THE MAYOR'S POINT, YOU KNOW, ABOUT LEARNING WHAT HAS -- WHAT HAS THE COUNTY DONE?

WHAT HAVE, TRANSIT AGENCIES OR OTHER AGENCIES DONE BEFORE.

SO WE HAVE A LOT OF OPPORTUNITIES TO LEARN BEST PRACTICES AND MAKE SURE THAT THE PRACTICES THAT WE ADOPT HERE WITHIN THESE CONTRACTS AND TODAY ARE THE BEST IN THE COUNTRY.

SO I APPRECIATE YOUR COMMENTS, CHAIR AND BOARD MEMBER.

>> WELL, THANK YOU, I KNOW THIS IS -- I'M SORRY --

>> I JUST HAVE ONE COMMENT, THANK YOU, MADAM CHAIR.

FIRST OF ALL, I THINK THIS IS A REALLY GOOD DISCUSSION. THAT'S WHY WE'RE HERE TO HAVE THESE HEALTHY DEBATES AND DISCUSSIONS AND TO HAVE DIFFERENT PERSPECTIVES.

SO I'M GLAD THAT WE'RE TALKING ABOUT THIS IMPORTANT TOPIC.

TWO, I THINK THAT IT IS IMPORTANT FOR ME SINCE I WASN'T HERE IN THE EARLY DAYS TO HAVE THE HISTORY OF MAYOR AND BOARD MEMBER STRATTON TO TELL US WHERE WE WERE AND HOW WE GOT THERE AND THE CONTRACT WITH THE VOTERS SO THAT HISTORY I THINK IS EXTREMELY IMPORTANT.

I THINK THAT, YOU KNOW, I'M COMFORTABLE PASSING THIS RESOLUTION TODAY, MINDFUL OF WHAT WE'RE SETTING IN HERE IS NOT ETCHED IN STONE FOR THE NEXT 10 YEARS.

WE AS A BOARD HAVE THE ABILITY TO CHANGE AND I THINK THAT THE KEY THING THAT WE NEED IS MORE TIME AND MORE INFORMATION WHERE WE COULD CHANGE ANY OF THESE POLICIES HERE.

AND EVERYTHING REQUIRES A TRADEOFF IF WE CHANGE WORDS IN THESE POLICIES HERE, THERE ARE TRADEOFFS THAT WE MAY HAVE TO DEAL WITH DOWN THE ROAD.

AND I THINK THAT BEFORE WE START COMMITTING OURSELVES TO CERTAIN DECISIONS THAT MAY COMMIT US ONE WAY OR ANOTHER, WE NEED TO UNDERSTAND ALL OF THOSE TRADEOFFS OR SOME OF THOSE TRADEOFFS AND HOW THEY PLAY OUT AND WHICH ONES MAKE SENSE AND WHICH ONES WE NEED MORE TIME.

SO I THINK THAT IT IS IMPORTANT FOR US RIGHT NOW TO HAVE THE FLEXIBILITY TO CHANGE THINGS AS WE SEE FIT, BUT BASED ON MORE INFORMATION.

SO THAT IS KIND OF WHAT I HAVE TO ADD.

THANK YOU.

>> THANK YOU.

MAYOR ADLER?

>> Mayor Adler: JUST REAL FAST, I WANT TO POINT OUT TOO THAT IN THE COMMENTS THAT I HAVE SEEN COME FROM THE COMMUNITY, SOME OF THEM RELATE TO THE WORDING THAT WAS IN THE CONTRACT WITH THE VOTERS.

MOST OF THEM DO NOT.

AND MOST OF THE CHANGES THAT I THINK THAT PEOPLE ARE MAKING SUGGESTIONS FOR THE JPA ON THE 29TH DEAL WITH NOTICE PROVISIONS AND TRANSPARENCY PROVISIONS AND ENGAGEMENT PROVISIONS AND OTHER GUARANTEES THAT WERE NOT PART OF THE CONTRACT WITH THE VOTERS.

AND I THINK THAT WE HAVE A FREER HAND WITH THOSE THAN SOMETHING THAT MAY HAVE BEEN SPECIFICALLY ADDRESSED IN THE CONTRACT WITH VOTERS.

SO JUST TO MAKE THE MORE COMPLETE ANSWER TO THE QUESTION THAT YOU ASKED, MADAM CHAIR, THERE'S ALSO THAT OTHER UNIVERSE OF CHANGES THAT I WOULD IMAGINE THAT WE'LL BE WORKING OUR WAY THROUGH.

I DON'T KNOW WHAT STAFF IS GOING TO RECOMMEND IN THE REDLINE, BUT SOME THINGS DOWN HERE ARE CONSISTENT WITH THE KINDS OF POLICIES THAT WE'VE TALKED ABOUT ADOPTING AS A BOARD OURSELVES ANYHOW.

SO THEY MAKE SENSE.

AND CAN CERTAINLY BE CODIFIED.

SO THERE'S THAT UNIVERSE AS WELL.

>> OKAY.

SO TO SUM IT UP, AND HOW I HAVE PROCESSED ALL OF THIS INFORMATION -- SO, PLEASE, BEAR WITH ME -- IS THAT THERE IS A CONTRACT WITH THE VOTERS THAT IS LITTLE BY LITTLE WE'RE CODIFYING THROUGH THESE RESOLUTIONS AND THIS IS GIVING THE STAFF THE ABILITY TO MOVE FORWARD WITHOUT GETTING INTO DEEPER POLICY.

THE SECOND PIECE ON THE 29TH WITH THE JPA, THAT THERE'S GOING TO BE A MORE ROBUST RED LINE PROCESS WHERE THINGS ARE STILL GOING TO BE DISCERNED AND DISCUSSED WITH THE LARGER GROUP, BECAUSE I WANT TO MAKE SURE THAT THE FOLKS THAT ARE HERE TODAY STILL KNOW THAT THIS IS NOT THE END OF THE ROAD BUT THAT THERE'S STILL AN

OPPORTUNITY TO SPEAK UP.

AND THAT IF THERE ARE CHANGES IN THE JPA, LIKE, WE APPROVE THIS IN TERMS OF TIMELINES.

IF WE WERE TO APPROVE THIS TODAY AND SOMETHING CHANGES ON THE 29TH, THAT ACTION ON THE 29TH INFORMS HOW STAFF WOULD THEN PROCEED TO CODIFY THE THINGS THAT ARE BROUGHT FORWARD LATER DID.

I GET THAT CORRECT?

OKAY.

SO WITH THAT IF THERE'S NO MORE QUESTIONS -- FROM THE BOARD, I WILL REQUEST A MOTION TO APPROVE ACTION ITEM NUMBER 3. DO I HAVE A MOTION, BOARD MEMBER ELKINS?

BOARD MEMBER STRATTON SECOND.

EVERYONE IN FAVOR SAY AYE.

>> AYE.

>> AYE.

>> EVERYONE AGAINST IT -- THERE'S NO NAYS.

WELL, THANK YOU SO MUCH.

>> THANK YOU VERY MUCH.

>> THANK YOU, EVERYONE.

AND NOW WE'RE MOVING ON TO -- MR. MULLEN.

>> GREAT, THANK YOU, CHAIR.

BOARD MEMBERS.

DIRECTOR CLARKE.

I WANTED TO JUST TAKE A FEW MINUTES TO TALK ABOUT THE COMMUNITY DESIGN WORKSHOPS THAT WE HAVE BEEN ENGAGED IN RECENTLY AND WILL BE ONGOING FOR SUBSEQUENT WEEKS.

WE -- YOU KNOW, SUBSEQUENT TO FOLLOWING THE 15% -- THE RELEASE OF THE 15% DESIGN THIS SUMMER, AND AS WE ANTICIPATED GETTING INTO GREATER DETAIL ON SOME SPECIFIC AREAS OF THE PROGRAM THAT ARE PARTICULARLY COMPLEX AND COULD ALSO REPRESENT GREAT OPPORTUNITIES FOR THE PROGRAM ON A NUMBER OF LEVELS, WE'VE IDENTIFIED A SERIES OF SPECIFIC MOMENTS OR PLACES WHERE WE WANTED TO REALLY ENGAGE WITH THE PUBLIC IN GREATER DETAIL.

SO WE'VE SET UP A SERIES OF COMMUNITY DESIGN WORKSHOPS.

I THINK THAT JACKIE TALKED TO YOU ABOUT THIS EARLIER IN THE AGENDA.

AND THEY ARE SUCCESSFUL IN ENGAGING THE PUBLIC AND GETTING INTO A GREATER LEVEL OF DETAIL AND I THINK THAT ALSO HELPING US TO ADVANCE THE DESIGN.

SO THIS IS AN INTEGRAL PART OF THE DESIGN PROCESS AND I THINK THAT ONE OF THE WAYS IN WHICH WE'RE BRINGING THE COMMUNITY INTO THAT PROCESS IN AN INTEGRAL WAY.

SO I WANTED TO GO THROUGH AND REVIEW JUST ONE OF THE RECENT WORKSHOPS THAT WE HAD REGARDING THE EAST RIVERSIDE TRANSIT CENTER. AND SHARE SOME OF THE FEEDBACK THAT WE RECEIVED.

SO YOU CAN GET A SENSE OF HOW THAT'S GOING AND HOW THAT'S WORKING.

AND THERE WILL BE OTHERS COMING FORWARD ON THE DRAG AND THE SOUTH TRANSIT CENTER AND SOUTH LAMAR TRANSIT CENTER AND ETC.

THIS IS A SENSE OF THE LOCATION AND THIS IS AT THE INTERSECTION OF RIVERSIDE AND PLEASANT VALLEY ON THE BLUE LINE.

YOU CAN SEE THE KIND OF THE BRIGHT LIGHTS, THAT IS ESSENTIALLY THE ALIGNMENT OF THE BLUE LINE RUNNING FROM THE AIRPORT TOWARDS DOWNTOWN.

AND I APOLOGIZE FOR THE WASHED OUT PROJECTION, BUT ON THE SCREEN YOU CAN SEE THE SITES WHICH RIVERSIDE IS RUNNING EAST/WEST AND PLEASANT VALLEY RUNNING NORTH/SOUTH, AND THIS VERY WIDE MEDIAN STRIP BETWEEN THE EAST AND THE WESTBOUND LANES OF RIVERSIDE WHICH I THINK THAT GIVES US AN OPPORTUNITY TO DO SOMETHING THAT REALLY SERVES THE TRANSIT NETWORK AND ALSO THE NEIGHBORHOOD AS WELL.

ON THE RIGHT YOU CAN SEE COUNTRY CLUB CREEK RUNNING IN THAT, AND THAT FLOWS NORTH INTO THE COLORADO RIVER AND THAT'S AN IMPORTANT FEATURE OF THIS AREA AS WELL.

THIS AREA IS, YOU KNOW, UNDERGONE A LOT OF CHANGE RIGHT NOW.

YOU KNOW, DIRECTLY TO THE NORTH THERE IS A -- THE CITY APPROVED A 95-ACRE PLANT DEVELOPMENT CALLED RIVER PARK WHICH I THINK IS GOING TO BRING SIGNIFICANT AMOUNT OF NEW RESIDENTS AND NEW BUSINESSES TO THE AREA.

BUT THAT IS JUST ONE OF THE MANY CHANGES HAPPENING HERE, WHICH, YOU KNOW, WE WANT TO MAKE SURE THAT WE CAN TAKE INTO ACCOUNT.

HERE'S ANOTHER VIEW OF THE SITE LOOKING WEST TOWARDS DOWNTOWN.

YOU CAN SEE ONE OF THE REALLY IMPORTANT ASPECTS OF THE SITE IS THAT THERE IS SIGNIFICANT AMOUNT OF TOPOGRAPHY AND SLOPE ACROSS THIS MEDIAN RUNNING HIGH FROM THE SOUTH GOING DOWN TO THE NORTH WHICH IS SOMETHING THAT REALLY DRIVES A LOT OF THE DESIGN OPTIONS THAT WE HAVE BEEN EXPLORING AND I'LL HOPEFULLY MAKE THAT CLEAR AS WE GO FORWARD.

SO YOU CAN SEE THE BLUE LINE, LIGHT RAIL RUNS EAST/WEST, AGAIN, IN THE MIDDLE OF RIVERSIDE.

SO THROUGH THE MEDIAN ITSELF.

AND THEN IMPORTANTLY WE HAVE THE METRO RAPID PLEASANT VALLEY LINE NORTH/SOUTH ON PLEASANT VALLEY.

SO HERE'S AN OPPORTUNITY WHERE WE ACTUALLY HAVE THE ABILITY TO LEVERAGE THE SYSTEM, RIGHT.

THIS IS ABOUT BRINGING TOGETHER BUS AND RAIL AND PLACE INTO ONE COHESIVE HOLISTIC DESIGN.

IT'S ALSO IMPORTANT -- ESPECIALLY IN THE CONTEXT OF THIS VERY STEEP SLOPE AND THE TOPOGRAPHY, ONE OF THE THINGS THAT IS

DRIVING ALL OF OUR DECISIONS ON HOW WE DESIGN THIS FOR UNIVERSAL ACCESSIBILITY.

AND MAKING SURE THAT WE'RE DESIGNING IT FOR PEOPLE WHO ARE DISABLED OR WHO ARE MOBILITY CHALLENGED, KNOWING THAT IF WE DO THAT WE'RE DESIGNING FOR EVERYONE.

AND A LOT OF THE DECISION-MAKING REALLY CENTERS AROUND HOW WE MAKE THAT WORK TO THE BEST DEGREE POSSIBLE.

SO AS WE APPROACH THESE DESIGN PROBLEMS, OPPORTUNITIES, WE TRY TO LAY OUT FOR OURSELVES AND FOR THE COMMUNITY A SERIES OF CRITERIA THAT ARE MOST IMPORTANT, RIGHT?

THIS IS NOT JUST A ONE ISSUE PROBLEM TO SOLVE, RIGHT? THERE'S A WHOLE SERIES OF DIFFERENT CRITERIA THAT WE HAVE TO BALANCE.

WE HAVE TO KEEP IN MIND.

AND WE TRY TO SHOW THOSE AS EXPLICITLY AS WE CAN WITH THE COMMUNITY SO THEY CAN BE PART OF THAT DECISION-MAKING PROCESS WITH US.

HERE AT THIS PARTICULAR LOCATION THERE ARE FOUR THAT WE HAVE CALLED NOW PARTICULAR.

OBVIOUSLY EASE OF TRAVEL AND ACCESSIBILITY, WHICH I JUST TALKED ABOUT.

AND THE USER EXPERIENCE, GENERALLY SPEAKING.

BUT ALSO PLACE-MAKING AND SUSTAINABILITY.

I WILL TALK ABOUT HOW THOSE PLAY OUT BRIEFLY.

SO, AGAIN, JUST GO THROUGH EACH OF THOSE.

JUST AN IMAGE OF THE SITE AND YOU CAN SEE THAT STEEP SLOPE RUNNING UP TO THE SOUTH.

ALSO THERE'S, YOU KNOW, VERY LARGE ROADWAYS.

I MEAN, THIS IS A PLACE THAT IS CURRENTLY DESIGNED FOR CARS, MORE THAN FOR PEOPLE, CLEARLY.

SO YOU CAN SEE THE TEXAS U COMING AROUND THERE AND SO IMAGINE TRAVERSING THIS AS A PEDESTRIAN IS INCREDIBLY CHALLENGING.

IT WOULD BE ON A FLAT GROUND BUT MORE SO ON A SLOPE.

JUST ANOTHER VIEW OF THE WIDTH OF THE ROADWAYS THAT PEDESTRIANS HAVE TO CROSS.

AND THERE ARE LIVE SERVICES IN THIS AREA A VERY LARGE H-E-B ON THE CORNER AND SO THIS IS A PLACE THAT OBVIOUSLY ACCESSIBILITY IS A CRUCIAL ASPECT THAT WE NEED TO IMPROVE AS PART OF THE CONSTRUCTION OF THE TRANSIT INFRASTRUCTURE THAT WE'RE ANTICIPATING.

AGAIN, THIS -- THIS IDEA OF BRINGING TOGETHER MULTIPLE MODES, RIGHT.

THE RAIL AND THE BUS TOGETHER INTO A SINGLE TRANSIT CENTER.

I THINK IT IS AN IMPORTANT CONCEPT FOR US TO KEEP IN MIND.

THIS IS NOT JUST A STOP ON THE BLUE LINE, RIGHT?

THIS IS A TRANSIT CENTER THAT ALLOWS CONNECTIVITY, YOU KNOW, THAT INCREASES OUR REACH MUCH BEYOND JUST THE BLUE LINE CORRIDOR ITSELF.

AND SO I HAVE TO MAKE THAT WORK AS WELL AS WE CAN BECAUSE THAT'S GOING TO INCREASE OUR REACH INTO THE COMMUNITY IN TERMS OF PROVIDING ACCESS TO TRANSIT AND THE EFFICACY OF OUR TRANSIT SYSTEM.

WE DO ALSO THINK THAT ONE OF THE WAYS IN WHICH WE CAN DO THAT TO ENCOURAGE TRANSIT USE AND TO MAKE THAT AS FRICTIONLESS AS POSSIBLE IS BY CREATING A BEAUTIFUL PLACE IN WHICH TO ENGAGE TRANSIT, RIGHT?

THESE THINGS CAN REINFORCE ONE ANOTHER AND SUPPORT ONE ANOTHER, AND SO BECAUSE WE HAVE THIS LARGE AREA IN THE MIDDLE OF THE MEDIAN, YOU KNOW, WE THINK THIS IS AN OPPORTUNITY TO REALLY MAXIMIZE THAT.

THAT IS ALSO COMBINED WITH SOME SIGNIFICANT WATER QUALITY AND WATER MANAGEMENT REQUIREMENTS FOR THIS SITE.

AND SO THAT'S BOTH -- YOU KNOW, THAT'S CONSISTENT WITH ALL OF OUR SUSTAINABILITY GOALS FOR THE PROGRAM AND WE NEED TO MANAGE WATER AS BEST WE CAN AND WE HAVE THE OPPORTUNITY TO DO THAT WITH THE COVER THAT WE CAN PROVIDE HERE.

AND TO GIVE YOU A SENSE OF HOW THAT AREA, THE MEDIAN AGAIN AT THE BOTTOM OF THE SLIDE, YOU CAN SEE THE INTERSECTION AT THE VERY BOTTOM ALSO HAS THE POTENTIAL TO CONNECT TO OTHER SURROUNDING AND ADJACENT INFRASTRUCTURE.

COUNTRY CLUB CREEK AND COUNTRY CLUB CREEK TRAIL.

NOW THAT I'VE SAID THAT A FEW TIMES I'M GETTING BETTER AT IT.

BUT THAT CONNECTS, YOU KNOW, AGAIN TO -- TO THE LAKE AND TO LADY BIRD LAKE TRAIL AS WELL, BUTLER TRAIL.

AND, YOU KNOW, THIS IS AN AREA THAT HAS ACTUALLY BEEN IDENTIFIED AS BEING PARKLAND DEFICIENT SO HAVING THIS ACCESS TO GREEN SPACE AND CONNECTING TO THAT OVERALL NETWORK IS REALLY IMPORTANT.

AND I THINK THAT IT'S JUST DEMONSTRATES THE WAY THAT WE ARE LOOKING -- NOT JUST OUR LITTLE PIECE -- BUT HOW OUR PIECE FITS INTO ALL OF THE OTHER THINGS THAT THE CITY AND OTHER PARTNERS ARE DOING IN THE CITY.

SO WHEN WE -- WHEN WE HOST THESE WORKSHOPS, YOU KNOW, THE FIRST THING THAT WE DO IS REALLY TRY TO ESTABLISH SOME FOUNDATIONAL KNOWLEDGE WITH OUR COMMUNITY THAT IS PARTICIPATING.

AND SO IN THIS CASE WE DID A REALLY -- REALLY FUN AND -- AND WE'RE ALWAYS TRYING NEW TOOLS, TO BE HONEST, ESPECIALLY IN THIS NEW VIRTUAL ENVIRONMENT.

TO LEVERAGE THAT TO REALLY ENGAGE THE COMMUNITY AS INTERACTIVELY AS POSSIBLE.



SO IN THIS WORKSHOP WE HAD A KIND OF INTERACTIVE MAPPING EXERCISE WHERE WE ASKED THE MEMBERS IN ATTENDANCE TO BASICALLY TO DROP PINS ON A WEBSITE TO DESCRIBE EITHER PLACES THAT WERE IMPORTANT TO THEM OR DESTINATIONS WHERE THEY WERE COMING FROM OR GOING TO.

OR BARRIERS TO ACCESS IN THE AREA AND AS YOU CAN SEE THIS IS A SCREENSHOT OF ONE OF THE -- HOW THAT WORKED OUT, BASED ON THE PARTICIPANT FEEDBACK.

WE HAVE A LOT OF RED DOTS, RIGHT.

SO THERE'S A LOT OF BARRIERS ON THIS SITE THAT WE NEED TO SEEK TO ADDRESS.

I THINK THAT IT WAS JUST A GREAT WAY TO BE ABLE TO ENGAGE THE GROUP AND ALSO TO GET SOME COMMON UNDERSTANDING ABOUT THIS NEIGHBORHOOD AND THIS SITE.

AS A FOUNDATION FOR DECISIONS AROUND DESIGN.

SO WE PRESENTED TO -- THESE TWO ARE PRELIMINARY OPTIONS THAT WE ARE -- WE ARE GOING TO BE CARRYING FORWARD AS WE MOVE THROUGH THE DESIGN.

AND WE, YOU KNOW, WE WANTED TO PRESENT THESE TWO OPTIONS BECAUSE THEY HAVE VERY DIFFERENT STRATEGIES FOR HOW TO ACTUALLY ORIENT OR ORGANIZE THE LIGHT RAIL IN PARTICULAR, RIGHT?

AND AS WE KNOW THAT THE LIGHT RAIL IS NOT VERY AGILE AS A PIECE OF INFRASTRUCTURE.

IT WANTS TO BE FLAT AND IT WANTS TO BE STRAIGHT, ONCE YOU PUT IT IN IT'S HARD TO MOVE IT.

AND SO WE WANT TO GET THAT RIGHT AS WE HAVE TWO DIFFERENT STRATEGIES ON HOW TO DO THAT.

ONE WE CALL THE BLUE LINE UNDERPASS WHICH IS A GRADE SEPARATED OPTION.

I'LL TALK ABOUT THESE IN DETAIL AND ONE THE PLAZA WHERE THE LIGHT RAIL IS AT GRADE.

AND THEY HAVE DIFFERENT RELATIONSHIPS, BOTH WITH THE SURROUNDING LANDSCAPE AND WITH THE STREET NETWORK AND ALSO THE BUS NETWORK.

SO THIS IS THE OPTION ONE WHICH IS THE BLUE LINE UNDERPASS.

YOU CAN SEE THAT IT'S A LITTLE FUSSY BUT YOU CAN SEE PLEASANT VALLEY CONTINUES ACROSS THE MEDIAN BUT IT WOULD BE ON A NEWLY REBUILT STRUCTURE WITH THE LIGHT RAIL PASSING UNDERNEATH IT.

SO WE HAVE TO CARVE A TRENCH FOR THE LIGHT RAIL, THE BLUE LINE, COMING DOWN TO GET UNDERNEATH PLEASANT VALLEY.

AND SO THAT'S SUFFICIENT IN TERMS OF GRADE SEPARATION, RIGHT, IN TERMS OF DIFFERENT MODES -- WHICH OPERATIONALLY HAS SOME ADVANTAGES.

BUT IT ALSO CREATES SOME CHALLENGES BECAUSE YOU NOW HAVE A VERTICAL OPERATION THAT YOU HAVE TO -- SEPARATION THAT YOU HAVE TO MANAGE AS A PEDESTRIAN OR PARTICULARLY AS SOMEONE WHO MIGHT BE

DISABLED.

SO THERE ARE TWO ELEVATORS ON EITHER SIDE.