

**ATP CAP METRO
JANUARY 19, 2021**

*****DISCLAIMER!!!*****

THE FOLLOWING IS AN UNEDITED ROUGH DRAFT TRANSLATION FROM THE CART PROVIDER'S OUTPUT FILE. THIS TRANSCRIPT IS NOT VERBATIM AND HAS NOT BEEN PROOFREAD. THIS IS NOT A LEGAL DOCUMENT.

THIS FILE MAY CONTAIN ERRORS.

THIS TRANSCRIPT MAY NOT BE COPIED OR DISSEMINATED TO ANYONE UNLESS PERMISSION IS OBTAINED FROM THE HIRING PARTY.

SOME INFORMATION CONTAINED HEREIN MAY BE WORK PRODUCT OF THE SPEAKERS AND/OR PRIVATE CONVERSATIONS AMONG PARTICIPANTS. HIRING PARTY ASSUMES ALL RESPONSIBILITY FOR SECURING PERMISSION FOR DISSEMINATION OF THIS TRANSCRIPT AND HOLDS HARMLESS TEXAS CLOSED CAPTIONING FOR ANY ERRORS IN THE TRANSCRIPT AND ANY RELEASE OF INFORMATION CONTAINED HEREIN.

*****DISCLAIMER!!!*****

>> PLEASE REACH OUT TO CHLOE MAXWELL IF YOU EVER NEED ANY OF THESE SERVICES AT LEAST 24 HOURS IN ADVANCE. HER CONTACT INFORMATION IS MADE AVAILABLE IN EACH AGENDA POSTING. I CALL THIS MEETING TO ORDER. I BELIEVE WE DON'T HAVE ANY PUBLIC COMMENTS TODAY. SO IN JANUARY, WE ALSO DID NOT HOLD ANY OF THE ADVISORY COMMITTEES. WE DID NOT MEET THIS MONTH. SO WE DON'T HAVE ANY REPORTS TO SHARE AT THE MOMENT SO WE'RE GOING TO MOVE DIRECTLY TO THE MONTHLY PROGRAM UPDATES FROM THE STAFF. I BELIEVE ALSO WE'RE WAITING FOR BOARD MEMBER STRATTON AND MAYOR ADLER TO JOIN US.

WE DO HAVE QUORUM. BUT IN THE SPIRIT OF TIME, SINCE WE DO HAVE A PRETTY PACKED AGENDA, I SAY WE MOVE FORWARD.

BUT IF, YOU KNOW, WE NEED TO SHIFT THE ORDER OF ANYTHING, IN TERMS OF MOVING THE AGENDA ITEMS TO PRIORITIZE THE REQUESTS OF BOARD MEMBER STRATTON, YOU KNOW, I'M HAPPY TO DO SO.

FIRST UP IS OUR MONTHLY COMMUNITY ENGAGEMENT AND INVOLVEMENT UPDATE FROM ATP'S DIRECTOR OF COMMUNITY ENGAGEMENT, MS. JACKIE NIRENBERG.

WELCOME.

>> JACKIE, YOU'RE ON MUTE.

>> I DON'T THINK THE SOUND IS COMING THROUGH, JACKIE.

>> GIVE ME A SECOND.

I'M GOING TO SEE WHAT THE TECH TEAM SAYS.

>> ANOTHER IMPORTANT THING IS THAT WE'RE GOING TO HAVE A HYBRID MEETING.

SO AS YOU ALL CAN SEE, WE HAVE BOARD MEMBERS LOCKED IN REMOTELY.

I'D ALSO LIKE TO TAKE THIS OPPORTUNITY, DR. BURNETT, STANDING OVATION FOR AUSTINITE OF THE YEAR.

I'M RECOGNIZING YOU.

>> TAKE A BOW.

>> I KNOW WE REALLY CAUGHT YOU BY SURPRISE BUT WE'RE ALL GIDDY AND SUPER EXCITED FOR YOU.

AND CONGRATULATIONS.

WE'RE SO HONORED THAT WE GET TO SHARE YOUR LEADERSHIP AND LEARN FROM YOUR WISDOM, AND I'M HONORED AND PROUD TO BE WORKING WITH YOU, AND WE'RE SO, SO HAPPY AND GRATEFUL FOR ALL OF WHAT YOU'VE DONE FOR OUR COMMUNITY, AND YOU DO FOR ALL OF US EVERY DAY.

SO, THANK YOU.

BIG THANK YOU.

>> THANK YOU.

IT'S A PLEASURE TO SERVE ON THIS BOARD.

>> JACKIE, IS YOUR SOUND WORKING NOW?

>> CAN YOU HEAR ME NOW?

>> YES.

>> OKAY, GREAT.

SUPER.

ALL RIGHT.

WELL, GOOD AFTERNOON, EVERYONE.

WE DID NOT HAVE MUCH ENGAGEMENT TO REPORT ON THAT HAD BEEN DONE OVER THE LAST MONTH OR SO.

SO WHAT WE'RE GOING TO DO IS A THREE MONTH LOOK AHEAD.

AS YOU CAN TELL, WE'VE GOT A LOT PLANNED.

SO, JUST STARTING AT THE TOP HERE WITH A PRESENTATION TO THE MOBILITY COMMITTEE THIS WEEK.

THAT'S THE CITY'S MOBILITY COMMITTEE.

WE'RE DOING A STAKEHOLDER MEETING WITH KEN PACK, THE CENTRAL AUSTIN NEIGHBORHOODS GROUP, NEXT WEEK.

WE'VE ALSO GOT A MEETING REGARDING THE DRAG WITH UNIVERSITY AREA PARTNERS, THE SAME NEXT WEEK, WHICH I BELIEVE ACTUALLY THAT'S GOING TO BE PUSHED TO FEBRUARY THE 8TH DUE TO CAMPUS CLOSURE. I THINK THE UNIVERSITY AREA PARTNERS ARE GOING TO WANT TO PUSH THAT.

WE'VE GOT A CAC MEETING THIS MONTH ON THE 26TH.

WE'VE GOT A COMMUNITY VIRTUAL COMMUNITY UPDATE ON OUR PICKUP SERVICE, GIVING PEOPLE JUST THE LATEST DEVELOPMENTS ON WHAT'S COMING UP WITH PICKUP ON THE 1ST OF FEBRUARY.

AND THEN WE'VE GOT OUR ENGINEERING MEETING.

WE DID NOT MEET THIS MONTH.

PSAC WILL BE MEETING ON THE 3RD THE FOLLOWING EVENING.

WE'RE ALSO GOING TO BE DOING A VIRTUAL COMMUNITY UPDATE ON METRO RAPID SERVICE ON FEBRUARY 7TH.

WE'LL BE PRESENTING, AGAIN, TO THE MOBILITY COMMITTEE ON THE 10TH ON FEBRUARY.

AND THE PARKS AND RECREATION BOARD ON THE 23RD.

AND THEN WE HAVE A METRO RAPID PLEASANT VALLEY STATION GROUNDBREAKING ON THE 2ND EXCUSE ME, THE 23RD OF FEBRUARY, SO THAT'S GOING TO BE REALLY EXCITING.

YESTERDAY, WE HAD A GROUNDBREAKING FOR BROADMORE, WHICH WAS REALLY EXCITING, AND IT WAS A BEAUTIFUL DAY.

SO, WE'RE EXCITED TO BE REALLY GETTING STARTED AND SHOWING THE PUBLIC THAT THESE PROJECTS ARE ACTUALLY COMING ONBOARD.

NEXT SLIDE, PLEASE.

ALL RIGHT, AND IN FEBRUARY, OUR CAC MEETING IS ON THE 23RD.

AND WE'RE PLANNING A JOINT TAC AND CAC MEETING TO DO A MEET AND GREAT WITH SENIOR MANAGEMENT TEAM SOMETIME NEXT MONTH.

WE HAVE NOT FINALIZED THAT DATE YET, BUT WE'LL REPORT ON THAT AS SOON AS THAT IS CONFIRMED.

ALSO CAC AND TAX ALIGNMENT TOURS BEING PLANNED TO SHOW ON THE GROUND WHAT THESE PROJECTS ARE GOING TO LOOK LIKE, AND BE ABLE TO TAKE SOME GROUND LEVEL FEEDBACK FROM OUR COMMITTEE MEMBERS.

THEN IN MARCH, WE'VE GOT AN EAC MEETING ON THE 2ND, THE PSAC MEETING ON THE 3RD, MOBILITY COMMITTEE MEETING ON THE 10TH, OUR CAC MEETING IN MARCH IS ON THE 23RD, AND THEN WE'RE PLANNING A BIG PUBLIC MEETING.

THIS IS AN OPPORTUNITY FOR US TO TOUCH BASE WITH THE COMMUNITY. IT'S BEEN SINCE NOVEMBER SINCE WE'VE HAD A BIG PUBLIC MEETING.

SO WE'RE GOING TO BE DOING SOMETHING CALLED LET'S TALK PROJECT CONNECT.

OVER THE LAST FEW MONTHS, WE'VE GOTTEN A LOT OF QUESTIONS FROM THE PUBLIC, AND THEY SEEM TO BE GOING ALONG CERTAIN THEME LINES, AND SO WE DECIDED THAT WE WOULD DO A COMMUNITY MEETING WHERE

WE CAN TALK ABOUT THINGS THAT PEOPLE HAVE BEEN ASKING US ABOUT, NAMELY TRAFFIC AND HOW OUR PROGRAM WILL IMPACT TRAFFIC AND VICE VERSA AND ALSO SUSTAINABILITY AND ENVIRONMENT.

AND THEN CONNECTIVITY, EVERYTHING FROM BICYCLE AND PEDESTRIAN CONNECTIVITY TO PARK AND RIDES AND OTHER PROJECTS THAT FEED INTO THE LIGHT RAIL SYSTEM.

SO THAT SHOULD BE A REALLY INTERESTING MEETING.

WE'RE GOING TO HAVE TWO OF THEM, JUST SO WE GIVE PEOPLE AMPLE OPPORTUNITY TO PARTICIPATE.

AND WE ARE SHOOTING FOR THE LAST WEEK IN MARCH.

WE'LL HAVE MORE ON THAT FOR YOU ALL NEXT MONTH.

AND THEN WE STILL HAVE TWO COMMUNITY DESIGN WORKSHOPS IN THE WORKS.

ONE IS FOR THE SOUTH CONGRESS TRANSIT CENTER AND ONE IS FOR CRESTVIEW.

THOSE WILL BE FINALIZED IN THE NEXT FEW WEEKS AS WELL.

NEXT SLIDE, PLEASE.

A COUPLE OF UPDATES.

TODAY, YOU'LL BE TAKING ACTION ON THE TECHNICAL ADVISORY COMMITTEE CHARTER AMENDMENTS THAT WE DISCUSSED LAST MONTH, AND JUST TO REVIEW, WE'RE HAVING THERE WILL BE AN UPDATE TO THE FAR MEETING CADENCE TO MAKE IT QUARTERLY.

WE HAVE A CHANGE IN THE FAR STAFF LIAISON.

ALL CHARTERS HAVE BEEN AMENDED TO ADD CAC DELEGATES THAT WILL SERVE ON EACH OF THE TECHNICAL ADVISORY COMMITTEES.

WE'RE GOING TO BE REMOVING THE REQUIREMENT FOR OFFICERS ON ALL CHARTERS.

AND WE'LL HAVE THE ADDITION OF BOARD REPORTING LANGUAGE IN THESE CHARTERS.

AND THEN YOU'RE GOING TO BE TAKING ACTION TODAY ON THE CAC BYLAWS.

NEXT SLIDE, PLEASE.

AND JUST AS A REMINDER, THE REASON WE ARE MAKING THIS ADOPTION, WE'VE MADE SOME CHANGES TO THE BYLAWS AND THEY DO NEED TO BE ADOPTED BY THE BOARD.

THE JPA EMPHASIZES CLOSER COLLABORATION BETWEEN THE ATP AND CAC, AND REQUIRES THE ATP BOARD, CAP METRO BOARD, AND CITY COUNCIL APPROVAL OF THE CAC BYLAWS.

SO, THERE ARE SOME CHANGES TO THE CURRENT CAC BYLAWS THAT ARE NEEDED TO COMPLY WITH THE TERMS OF THE JPA AND THE INTERLOCAL AGREEMENT BETWEEN THE CITY AND CAPITAL METRO AND THESE INCLUDE MEMBERSHIP, CHANGES TO REFLECT THE NUMBER OF ACTUAL CAC APPOINTMENTS, THAT'S BEEN UPDATED.

THE SCOPE, WE HAVE ADDED BUSINESS MITIGATION AND COMMUNITY INVOLVEMENT PLANS FOR CAC REVIEW.

WE'VE ALSO ADDED THE TACK DELEGATES, ACKNOWLEDGING THAT CAC MEMBERS WILL BE APPOINTED TO THE TAX AS DELEGATES.

AND ACKNOWLEDGING SUPPORT FROM THE ATP AND CITY STAFF LIAISONS.
SO THOSE ARE THE CHANGES YOU'RE GOING TO BE NOTICING AND YOU'LL BE
TAKING ACTION ON THESE BYLAWS TODAY.

AND THAT IS ALL I HAVE FOR TODAY AND I'M HAPPY TO ANSWER ANY
QUESTIONS.

>> THANK YOU.

ANY QUESTIONS FROM ANYONE ONLINE OR HERE ON THE DAIS?
BOARD MEMBER ELKINS.

>> YES.

THANK YOU, JACKIE.

THANK YOU, MADAM CHAIR.

THANKS FOR THE PRESENTATION, JACKIE.

IT LOOKS LIKE YOU FOLKS ARE INCREDIBLY BUSY AS YOU ARE EVER MONTH.
LOTS OF MEETINGS GOING ON.

I'M JUST A LITTLE CURIOUS ABOUT THE THEMES THAT YOU'RE HEARING OVER
THE COURSE OF ALL OF THESE MEETINGS.

YOU TOUCHED UPON IT A LITTLE BIT.

BUT WHAT ARE SOME OF THE THINGS THAT YOU'RE HEARING FROM THE
COMMUNITY ABOUT THINGS THAT THEY WOULD LIKE TO SEE, THINGS THAT
THEY'RE ASKING ABOUT.

WHAT ARE ARE THERE THEMES THAT ARE COMING OUT?

AND WHAT I'M GETTING AT IS WHEN WE SEE A LOT OF THEMES, A LOT OF
QUESTIONS, A LOT OF CONCERNS, WHAT ANALYSIS ARE WE DOING AND
WHAT'S THE FEEDBACK LOOP TO THE COMMUNITY TO GET BACK TO THEM AS
TO WHY WHAT THEY WANT IS NOT FEASIBLE OR WE'RE CONSIDERING IT.
THAT'S KIND OF WHERE I'M GETTING AT.

>> THAT'S A GREAT QUESTION, AND I KNOW THAT THIS IS SOMETHING WE'VE
BEEN WORKING ON TO TRY TO DAYLIGHT THESE ISSUES THAT ARE COMING
UP, AND WE'RE WORKING ON THAT WITH OUR WEB TEAM IN PARTICULAR, SO
THAT PEOPLE CAN GO TO THE WEBSITE AND SEE VERY EASILY WHAT ARE
SOME OF THESE ISSUES THAT ARE BUBBLING TO THE TOP.

THIS MEETING THAT WE'RE HAVING IN MARCH IS ACTUALLY A WAY TO CLOSE
THE FEEDBACK LOOP ON SOME OF THOSE QUESTIONS AND COMMENTS THAT
WE'VE BEEN HEARING OVER TIME.

THAT WAS PRIMARILY THE REASON WE THOUGHT ABOUT DOING THESE
BREAKOUT DISCUSSIONS, THAT WE'LL DO A DEEP DIVE ON THESE THREE
BUCKETS, IF YOU WILL, OF INFORMATION THAT PEOPLE HAVE BEEN ASKING
ABOUT.

AND SO THAT'S ONE WAY WE'RE GOING TO DO IT.

AND THEN, WHEN WE GET TO OUR 30% DESIGN PUBLIC MEETINGS, WHICH
ARE LIKELY TO HAPPEN END OF MAY, EARLY JUNE AT THIS POINT, WE'RE
GOING TO SHOW PEOPLE ALL OF THE THEMES THAT CAME UP DURING THE
15% DESIGN OUTREACH PROCESS.

WE'RE GOING TO CLOSE THE FEEDBACK LOOP BY TALKING ABOUT ALL THE
DIFFERENT WAYS THAT THOSE PIECES OF FEEDBACK HAVE.

THEY MAY NOT HAVE BEEN USED TO MAKE DECISIONS FOR A NUMBER OF REASONS, BE THEY TECHNICAL, ENVIRONMENTAL, ET CETERA.

SO, THOSE ARE THE WAYS THAT WE'RE GOING TO CLOSE THE FEEDBACK LOOP WITH THOSE MEETINGS, AND AGAIN, WE'RE WORKING THROUGH THE WEB TEAM TO TRY TO DAYLIGHT SOME OF THOSE THEMES AND SHOW THAT CLOSING OF THE FEEDBACK LOOP ON THE WEBSITE AS WELL, SO THAT IT'S READILY AVAILABLE FOR PEOPLE.

>> THAT'S GREAT.

OBVIOUSLY HEADING IN THE RIGHT DIRECTION.

IF WE GET 100 QUESTIONS AND THREE OR FOUR OF THEM ARE FREQUENT HITS, THOSE ARE THE ONES CLEARLY YOU WANT TO BE SPENDING.

IF IT'S A ONE OFF QUESTION, THAT'S CLEARLY NOT A MAJOR CONCERN.

BUT IF THERE'S A COMMON THEME COMING OUT, LIKE BUSES ON THE BLUE LINE BRIDGE, THOSE ARE THE THINGS WE WANT TO MAKE SURE THAT WE'RE REPORTING BACK TO THE BOARD ON HOW THE FEEDBACK IS GOING.

AND I THINK BROADLY, TOO, IF THERE ARE BROADER CONCERNS, MORE BROAD THAN JUST THE SPECIFIC LINE, OR SOMETHING LIKE THAT, WHETHER EQUITY CONCERNS OR WHATEVER THEY MIGHT BE TO MAKE SURE THAT THERE'S A FEEDBACK MECHANISM, TO MAKE SURE THERE'S A COMMON CONCERN IN THE COMMUNITY, THAT THE BOARD IS HEARING ABOUT THAT. AND I KNOW THAT THERE'S ONE OR TWO OUT THERE.

THOSE ARE THE THINGS, WE JUST WANT TO MAKE SURE THAT WE'RE HEARING ABOUT.

SO I APPRECIATE THAT.

>> UNDERSTOOD.

THANK YOU.

>> THANK YOU.

>> MADAM

>> YES, BOARD MEMBER PIERCE.

>> I JUST WANT TO HIGHLIGHT THE MEET AND GREET WITH THE SENIOR TEAM.

I APPRECIATE THAT.

IT HUMANIZES THE WORK.

AND I THINK THAT'S VERY IMPORTANT.

I WANTED TO LIFT THAT UP AND SAY THAT AS OFTEN AS WE NEED TO DO THAT KIND OF THING, IT HUMANIZES THE PROJECT.

IT'S NOT LIKE SOMETHING IS HAPPENING BEHIND THE CURTAIN.

THESE ARE ACTUALLY REAL PEOPLE WORKING ON THAT.

SO I REALLY APPRECIATED THAT WITH THE TACC AND THE CAC.

IT'S A GREAT IDEA.

>> YES.

THANK YOU.

I KNOW A LOT OF THE COMMUNITY INPUT OR FACE TO FACE HAS BEEN AFFECTED BY THE SPIKE IN THE PANDEMIC.

SO I KNOW EVERY TIME WE'VE TRIED TO HAVE SOMETHING LIKE THIS, IT JUST GETS EITHER POSTPONED, OR IT'S AFFECTED BY SOMETHING THAT WE'RE ALL LIVING THROUGH RIGHT NOW.

BUT, YES, I LOOK FORWARD TO THOSE AS WELL.

SO, THANK YOU FOR POINTING THEM OUT, DR. BURNETT.

AND WHEN WE SET THE DATES FOR THE TOWN HALL OF THIS GOVERNANCE ANALYSIS THAT WE'RE DOING, WE'RE ALSO GOING TO PUBLISH THOSE DATES ON OUR WEBSITE SO THAT THE PEOPLE ARE INFORMED.

SO, YOU KNOW, BE ON THE LOOKOUT FOR THOSE DATES IN FEBRUARY.

THANK YOU, MS. NIRENBURG.

>> THANK YOU.

>> NOW MOVING ON TO OUR MONTHLY PROGRAM UPDATE FROM OUR ATP'S CHIEF PROGRAM OFFICER, DAVE COUCH.

WELCOME, MR. COUCH.

>> WELCOME, AND THANK YOU FOR THE OPPORTUNITY, MADAM CHAIR, BOARD MEMBERS, AND EXECUTIVE DIRECTOR CLARKE.

I'D LIKE TO GO AHEAD AND GO THROUGH WHAT WE'VE GOT AND THE PROGRESS THAT WE'VE MADE OVER THE PAST MONTH.

THE PROGRAM IS MOVING RATHER QUICKLY RIGHT NOW, AS WE GO AHEAD AND HIT THE MILESTONES THAT WE NEED TO HIT TO BE SUCCESSFUL DURING THIS IMPORTANT YEAR.

NEXT SLIDE, PLEASE.

WE HAD TO FOCUS ON THE FIELD AND ENGINEERING ACTIVITIES FOR BOTH THE ORANGE AND THE BLUE LINE.

WE'RE WORKING THROUGH PEDESTRIAN, DIFFERENT TYPE OF ATMOSPHERE ON FORD STREET AS WE CONTINUE TO LOOK AT THAT AS AN AREA THAT CAN BE REALLY A MEETING AND A CENTER PLACE.

THAT WILL BE THE 30% DESIGN.

ON 71 CROSSING WITH RIVERSIDE, THERE'S A BRIDGE THERE THAT WE'RE WORKING OUR WAY THROUGH TO LOOK AT WHAT NEEDS TO BE DONE AND STRUCTURAL ADEQUACY.

TRAFFIC ANALYSIS IS ONGOING.

WE CONTINUE TO WORK AT SOMETHING THAT IS NEW TO THE CITY.

AND THAT'S THE TUNNEL AND WHAT WILL BE NECESSARY TO BE DONE THERE, IN TERMS OF FIRE LIFE SAFETY, WITH ACCESS POINTS, WITH DIFFERENT THINGS THAT WE'LL SET UP IN THE FUTURE.

FOR SPECIFIC DRILLS THAT WILL BE THERE.

FOR THE FIRE DEPARTMENT AND EMERGENCY RESPONDERS TO BE ABLE TO RESPOND AND DEAL WITH ANY OF THE UNDERGROUND PROBLEMS THAT ARISE DURING OPERATION.

ANOTHER AREA LARGE POINT IS THAT WE RECEIVED THE 30% DESIGN FOR THE ORANGE LINE.

WE HAD A REVIEW MEETING, AND THAT REVIEW MEETING WAS ATTENDED AND PARTICIPATED BY AN EXCESS OF 200 INDIVIDUALS.

A SOFTWARE PROGRAM THAT YOU CAN GO AHEAD AND UTILIZE AS A MARK UP TO BE ABLE TO PROVIDE YOUR COMMENTS.

SO WE'RE LOOKING TO HAVE THE COMMENTS FINISHED UP AND CLOSED BY THE END OF THIS MONTH.

AND THEN WE'LL GO AHEAD AND CATEGORIZE THEM AND PROVIDE THE RESPONSE TO EACH ONE AS WE GO AHEAD AND MOVE FORWARD.

AND ON THE NEPA FRONT, MAKING A GREAT DEAL OF PROGRESS.

THERE ARE A TOTAL OF 42 INDIVIDUAL REPORTS THAT ARE REQUIRED FROM A TECHNICAL STANDPOINT.

WE'RE QUICKLY MOVING TOWARDS THE ADMINISTRATIVE DEIS AND FINALIZING THE DIFFERENT CHAPTERS THAT ARE THERE.

WE RECEIVED COMMENTS ON CHAPTERS 1, 2, AND 3.

WE'LL BE COMPILING THAT SO WE CAN MOVE FORWARD WITH THE SUBMISSION OF THE ADEIS.

METRO RAPID.

AS JACKIE SAID, WE HAVE THE GROUNDBREAKING THAT WAS THERE LAST MONTH.

WE ARE ALSO LOOKING AT THE GROUNDBREAKING IN FOR BASICALLY PLEASANT VALLEY.

WE COULDN'T TO WORK FORWARD WITH EACH ONE OF THE SETS OF PLANS ON AN INDIVIDUAL BASIS FOR EACH ONE OF THE STOPS TO BE ABLE TO TAKE INTO ACCOUNT THE UNIQUE PHYSICAL FEATURES AT EACH ONE OF THOSE LOCATIONS, COORDINATING WITH THE CITY OF AUSTIN WITH EVERYTHING THAT MAY BE NECESSARY FOR AUSTIN ELECTRIC, AUSTIN WATER, WITH RESPECT TO ANY UTILITIES THAT COULD BE THERE.

AND OBVIOUSLY, AUSTIN TRANSPORTATION.

THAT'S BASICALLY ONE OF THE MAJOR PORTIONS OF WHAT WE HAVE.

WE'RE WORKING FORWARD WITH SELECTION AND AT EXPO AND GOOD NIGHT RANCH TO BE ABLE TO GO AHEAD AND HAVE THE CHARGING LOCATIONS THERE FOR THE ELECTRIC BUSES.

THE GOAL LINE IN SOUTH LAMAR HAS STARTED TO MOVE ALONG.

WE'VE GOT THE DESIGN CONSULTANTS SELECTED.

AND KICKOFF MEETING LATER THIS MONTH.

SO WITH THAT, WE'LL WORK OUR WAY THROUGH THE SAME KIND OF COORDINATION WITH THE CITY AND ALL OF THE DEPARTMENTS TO BE ABLE TO GO AHEAD AND PROCEED WITH THE DESIGN PERMITS AND THEN ULTIMATELY INTO CONSTRUCTION.

NEXT SLIDE.

NOT TO BE LEFT OUT, THE RED LINE.

THE MCCULLOUGH STATION IS IN PROGRESS WITH FINALIZATION OF THE DESIGN, AND ALSO WAITING FOR THE RECEIPT OF PROPOSALS.

THE LAKELAND TO LEANDER SECOND TRACK IS IN PROGRESS, AND AS JACKIE SAID A FEW MINUTES AGO, THERE WAS THE GROUNDBREAKING YESTERDAY FOR THE BROADMORE STATION.

NEXT SLIDE.

THAT CONCLUDES MY REPORT.

MADAM CHAIR, I'LL BE GLAD TO ANSWER ANY QUESTIONS.

>> THANK YOU, MR. COUCH.

BOARD, ANY QUESTIONS?

AND IF YOU ARE ONLINE, WOULD YOU MIND SPEAKING UP?

SOMETIMES IF WE DON'T SEE YOUR HAND RAISED, I WANT TO MAKE SURE I DON'T MISS YOU.

SO IF THERE ARE NO FURTHER QUESTIONS, I'D LIKE TO THANK YOU AGAIN, MR. COUCH.

AND FINALLY, WE'RE GOING TO HAVE THE ADMINISTRATIVE UPDATE THIS MONTH FROM JULIANNA HARRIS, ATP'S DIRECTOR OF HUMAN RESOURCES. WELCOME, MS. HARRIS.

>> SORRY, JUST ONE SECOND.

I JUST WANT TO REMIND BOARD MEMBERS SINCE WE HAVEN'T DONE A HYBRID MEETING IN A WHILE, IF THEY COULD JUST LEAVE THEIR CAMERAS ON WHEN WE DO HAVE THE PRESENTATION DOWN.

THAT'S ALL.

>> YEAH, ESPECIALLY ALSO FOR VOTE, YOU HAVE TO MAKE SURE THAT YOUR CAMERA IS ON TO COMPLY WITH THE LAW.

>> MY APOLOGIES, I THOUGHT THAT ONLY APPLIED WHEN TAKING VOTES. I DIDN'T THINK YOU WANTED TO SEE ME.

>> WE WANT TO SEE YOU AS MUCH AS POSSIBLE, BOARD MEMBER STRATTON.

FRIENDLY REMINDER.

YES, TECHNICALLY AS LONG AS IT'S ON DURING VOTES, BUT I THINK IN TERMS OF FOLKS COMING IN A LITTLE BIT LATER, INCLUDING THE MAYOR.

SO I JUST WANTED TO MAKE SURE WE HAVE YOU ALL PRESENT.

THAT'S ALL.

>> AND JUST AS A POINT OF CLARIFICATION, YOU MAY SEE JEN STRATTON ON THE BOTTOM OF MY SCREEN.

I HAVEN'T FIGURED OUT HOW TO FIX THAT, BUT I'M UTILIZING MY WIFE'S MICROSOFT ACCOUNT FROM HOME.

SO I'VE GOT NOTHING.

I DON'T KNOW WHAT TO DO ABOUT THAT.

BUT IT IS ME.

HI.

I'M NOT JEN STRATTON.

I'M ERIC STRATTON, BOARD MEMBER.

>> THANK YOU.

MS. HARRIS, WELCOME.

>> THANK YOU.

GOOD AFTERNOON, MADAM CHAIR, BOARD MEMBERS, AND EXECUTIVE DIRECTOR CLARKE, THIS AFTERNOON.

NEXT SLIDE, PLEASE.

THANK YOU.

THIS AFTERNOON, I'M GOING TO BE GIVING A QUICK OVERVIEW OF THE RECRUITMENT PROCESS FOR THE INTERNAL AUDITOR POSITION.

WE ORIGINALLY POSTED IT ON SEPTEMBER 10TH OF LAST YEAR, AND THAT SEARCH YIELDED CANDIDATES, AND OUT OF THAT SELECTION, WE CAME UP WITH ONE CANDIDATE CONSIDERED FOR INTERVIEW.

AND AS WE WANTED TO HAVE A LARGER POOL ON NOVEMBER 1ST, WE OUTSOURCED AND PARTNERED WITH KNA PARTNERS FOR TARGETED RECRUITMENT PROCESS.

KNA'S SEARCH THEN PROVIDED US WITH FOUR ADDITIONAL CANDIDATES. FIVE CANDIDATES WERE REVIEWED BY MADAM CHAIR, BOARD MEMBER ELKINS, AND OUT OF THAT FIVE, WE SETTLED AND MANAGED THROUGH THE PROCESS TO HAVE THREE CANDIDATES SCHEDULED FOR INTERVIEWS. INTERVIEWS WERE SCHEDULED AND CONDUCTED BY MADAM CHAIR, BOARD MEMBER ELKINS, AND EX OFFICIO BOARD MEMBER GINA FIANDACA, AND ON THE SECOND ROUND OF INTERVIEWS, WE INCLUDED BOARD MEMBER STRATTON.

THE FIRST ROUND OF INTERVIEWS WERE COMPLETED BY JAN 7TH OF THIS YEAR.

AND THEN THE SECOND ROUND OF INTERVIEWS WERE CONDUCTED AND HELD ON TUESDAY, JANUARY 11TH.

WE NOW HAVE FINAL CANDIDATES THAT ARE UP FOR REVIEW FOR SELECTION IN EXECUTIVE SESSION AS OF TODAY'S BOARD MEETING.

AT THIS TIME, IF THERE ARE ANY QUESTIONS?

>> THANK YOU, MS. HARRIS.

DO WE HAVE ANY QUESTIONS FROM THE BOARD?

>> I APPRECIATE ALL YOUR HARD WORK, MS. HARRIS.

I KNOW YOU MADE IT LOOK EASY.

>> THANK YOU VERY MUCH.

>> IT WAS A LOT OF FRIVOLOUS THINGS, SO THANK YOU.

>> THANK YOU.

YOU'RE QUITE WELCOME.

>> AND I KNOW THIS IS GOING TO BE ONE OF THE EXECUTIVE SESSIONS, WHERE WE'RE GOING TO DISCUSS, YOU KNOW, IN DETAIL THE QUESTIONS. SO, IF THERE ARE NO PUBLIC QUESTIONS RIGHT NOW, I WOULD LIKE TO MOVE ON TO OUR ACTION ITEMS.

BUT ALSO, I DID RECEIVE YOUR EMAIL, BOARD MEMBER STRATTON.

WHAT TIME DO YOU HAVE TO STEP OFF?

BECAUSE WE CAN SHUFFLE THE AGENDA TO MOVE THINGS AHEAD, TO ACCOMMODATE YOUR REQUEST.

DO YOU HAVE A TIME THAT YOU NEED TO LEAVE?

>> IT'S AT 4:00.

>> AT 4:00?

>> YEAH, BETWEEN 3:30 AND 4:00 TO MAKE MY NEXT ENGAGEMENT.

>> SO I'D LIKE TO RECOMMEND THAT WE SHIFT THE ORDER, AND WE CAN GO INTO EXECUTIVE SESSION NOW, JUST TO MAKE SURE I GET YOUR INPUT.

I THINK IT'S BETTER THAT WE HAVE YOUR FEEDBACK.

WOULD THAT WORK?

WOULD YOU PREFER THAT IF WE JUST SHIFT THE ORDER AND WE PUT THE EXECUTIVE SESSION FIRST?

BECAUSE I THINK WE CAN DO THAT.

I'D LIKE TO DO THAT AND ACCOMMODATE YOUR REQUEST.

WOULD THAT WORK?

>> OKAY.

YEAH, WE CAN DO THAT.

>> OKAY, GREAT.

SO, I'D LIKE TO THEN RECESS AND THEN WE'LL POSTPONE OUR ACTION ITEMS, AND THIS WILL ALSO GIVE A CHANCE TO MAYOR ADLER TO JOIN US FOR THE VOTES.

SO, WOULD THAT WORK, CASEY, IF WE I'M SORRY.

>> LEGALLY, WE CAN MOVE IT.

I JUST WANT TO NOTE THAT MAYOR ADLER HASN'T YET JOINED US.

>> YEAH, THAT'S THE THING.

WE STILL HAVE THE SAME ISSUE, BECAUSE WE DON'T HAVE THE FULL BOARD.

>> SO IF YOU WANT, WE CAN WAIT FOR HIM.

>> WE CAN MOVE DIANE UP.

>> OKAY.

THAT WORKS.

I JUST WANT TO MAKE SURE I ACCOMMODATE YOUR REQUEST.

IF WE CAN DO THAT, LET'S DO THAT.

DIANE, LET'S DO OUR FINANCE REPORT THEN.

>> I'M HAPPY TO.

I'VE BEEN TOLD I NEED TO SPEAK.

IF I'M NATURALLY LOUD AT YELLING, THAT'S WHY.

>> YOU SOUND GREAT ON THIS END.

>> OKAY, PERFECT.

>> OKAY.

WELL, GOOD AFTERNOON, ALL.

MY PRESENTATION WILL BE EXTREMELY BRIEF.

I THINK I HAVE TWO SLIDES.

WHAT I'M PRESENTING, INCLUDED IN YOUR PACKET, WAS THE FOURTH QUARTER CHLOE IS SAYING TO TALK LOUDER.

WHAT I HAVE INCLUDED IN YOUR PACKET IS THE PRELIMINARY FOURTH QUARTER YEAR END STATEMENT.

AND I SAY IT'S PRELIMINARY BECAUSE RIGHT NOW, WE HAVE RSM, OUR AUDITOR, REVIEWING OUR FINANCIALS, AND THEY'LL COME BACK TO THE FAR IN MARCH WITH THE FINAL ON THEIR AUDITED STATEMENTS, AND YOU'LL ALSO BE RECEIVING A COPY OF THE AUDITED FINANCIAL STATEMENTS IN THE MARCH APRIL TIMEFRAME.

SO, BOTTOM LINE IS, WE'RE DOING VERY WELL.

WE HAD ANTICIPATED WE WOULD HAVE FUNDING BALANCE OF \$112 MILLION.

WE ACTUALLY ENDED THE YEAR WITH \$170 MILLION.

THOSE THAT FUNDING IS BEING RESERVED FOR THE ANTI DISPLACEMENT INVESTMENTS, THE \$23 MILLION THAT WAS UNSPENT BY THE CITY IN '21.

WE MOVED THAT OVER, AND YOU ALREADY APPROPRIATED IT FOR '22.
YOU WERE ALSO APPROPRIATED 135 MILLION OF THAT FOR PROJECT
EXPENSES IN FY22.
AND THE ADDITIONAL DIFFERENCE OF \$13 MILLION IS RESERVED FOR FUTURE
PROJECT COMMITMENTS AS WAS IN ACCORDANCE WITH THE FINANCIAL
PLAN.
LET'S SEE.
MOVE TO THE NEXT SLIDE.
JUST A FEW HIGHLIGHTS.
THE REVENUE CAME IN \$6 MILLION OVER BUDGET.
THIS WAS BECAUSE THE CITY HAD ANTICIPATED THAT COVID WOULD CAUSE
AN ECONOMIC SOME ECONOMIC STRESS THAT WOULD RESULT IN HIGHER
DELINQUENCIES THAT IS CUSTOMARY, BUT THAT DID NOT MATERIALIZE, SO
WE DID GET THE BENEFIT OF HIGHER REVENUE.
AND EXPENDITURES, WE CAME IN \$53 MILLION 53% UNDER BUDGET.
AND ALSO, \$27 MILLION UNDER THE AMOUNT THAT WE HAD COME BACK AND
ESTIMATED.
NOW, THE MOST SIGNIFICANT VARIANCE FOR THAT IS, AS I SAID, THE CITY
DIDN'T SPEND THE \$23 MILLION THAT WE HAD SET ASIDE.
HOWEVER, WE KNOW THAT WE'VE SET THAT ASIDE FOR FY22.
ALSO, NOTE THAT THE \$5 MILLION THAT WE'VE SET ASIDE FOR CAPITAL
CONTINGENCY WASN'T USED.
AND THEN SPENDING FOR THE METRO AND RAPID LINES, THE RED LINES, THE
NEIGHBORHOOD CIRCULATOR PROJECTS DIDN'T OCCUR AS QUICKLY AS WE
EXPECTED IT TO.
BUT AS YOU HEARD FROM DAVE, THEY ARE ON TRACK NOW.
SO, ANY QUESTIONS?
IT'S ODD TO BE YELLING THROUGH THIS.
>> BOARD MEMBER ELKINS.
>> YEAH.
YEAH.
THANK YOU VERY MUCH, DIANE.
VERY GOOD PRESENTATION.
IT'S GREAT TO SEE THIS KIND OF QUARTERLY REPORTING AND SEE THAT
WE'RE DOING WELL.
I JUST WANTED TO BE NOTED THAT GOING FORWARD, WHAT I'VE REQUESTED
TO SEE IS AN ADDENDUM TO THIS REPORT THAT SHOWS OUR MAJOR
CONTRACTS AND HOW WELL WE'RE PERFORMING ON ALL OF OUR MAJOR
CONTRACTS.
SO I WOULD DEFINE MAJOR CONTRACTS AS ANY CONTRACT OVER 200,000.
I WOULD LIKE TO SEE THE CONTRACT AMOUNT, ANY APPROVED CHANGE
ORDERS, AND THE PERCENTAGE OF WORK COMPLETE, SO WE ARE A
CONTRACT MANAGEMENT AGENCY, I WOULD EXPECT TO SEE ANY MAJOR
CONTRACTS THAT EITHER ATP ISSUES OR THAT WE ARE REIMBURSING CAP
METRO FOR, SO IT WOULD BE THE AKON CONTRACTS.

I'D ALSO LIKE TO SEE THE PAYMENTS MADE TO THE CITY OF AUSTIN AS WELL AS ANY PAYMENTS MADE TO CAP METRO.

JUST SO THAT WE CAN TRACK ALL OF THOSE IN ONE THING TO SEE HOW WE'RE DOING AGAINST ALL OF THOSE AGREEMENTS.

>> BOARD MEMBER ELKINS, THANK YOU FOR THE COMMENT.

MAYBE STAFF WILL WORK WITH YOU TO MAKE SURE WE FULLY UNDERSTAND YOUR COMMENT.

THERE WAS A MEMO SENT TO YOU EARLIER, I GUESS IT WAS ON JANUARY 24TH, THE WHOLE BOARD, WHERE IT TALKS ABOUT THE DAVE ACTUALLY PUT TOGETHER AND IT'S RELATED TO ALL OF THE LARGE CONTRACTS.

AND SO WE'LL REVIEW THAT WITH YOU TO MAKE SURE WHAT INFORMATION IS NOT ACTUALLY BEING CAPTURED IN THAT REPORT, BECAUSE THAT WAS OUR INTENT WITH THIS MEMO, TO CAPTURE YOUR COMMENTS.

SO WE'LL WORK WITH YOU OFFLINE TO MAKE SURE WE FULLY UNDERSTAND WHAT IS NOT BEING CAPTURED.

>> THAT'S FINE.

I APPRECIATE THAT.

JUST MAKE SURE WE'RE TRACKING EVERYTHING.

THANK YOU.

>> THANK YOU, MEMBER ELKINS.

ANYBODY ELSE HAVE A QUESTION FOR MS. SILAR?

NO QUESTIONS?

THANK YOU SO MUCH.

I APPRECIATE IT.

SO, WE MOVED OVER TO OUR DISCUSSION ITEMS.

AGAIN, WAITING FOR MAYOR ADLER.

SO, OUR NEXT DISCUSSION ITEM ON THE AGENDA IS GOING TO BE OUR EXECUTIVE DIRECTOR'S REPORT.

I KNOW THE MAYOR REALLY WANTED TO KIND OF DIVE IN TO THIS PIECE OF THE EXECUTIVE DIRECTOR REPORT.

SO SURE, I THINK THAT MAKES SENSE.

LET'S MOVE ON TO AND THAT REALLY WON'T TAKE ANY TIME.

LET'S GO INTO OUR ACTION ITEMS.

THE FIRST ITEM TODAY IS THE APPROVAL OF THE MEETING MINUTES FROM DECEMBER 15TH OF THE AUSTIN TRANSIT PARTNERSHIP BOARD MEETING.

I WOULD REQUEST A MOTION AND A SECOND ON ACTION ITEM NUMBER 1.

DO I HAVE A MOTION?

>> I'LL MAKE THE MOTION TO APPROVE THE MINUTES.

EVERYONE IN FAVOR, PLEASE SAY AYE.

[AYES]

>> I'LL DO A ROLL CALL JUST TO MAKE SURE, SINCE WE'RE HYBRID. MEMBER ELKINS?

>> AYE.

>> MEMBER STRATTON.

>> AYE.

>> DR. BURNETT.

>> AYE.

MAYOR ADLER IS ABSENT.

AND I AM AYE.

ADOPTION OF THE CAC BYLAWS.

THIS IS ACTION ITEM NUMBER 2.

BRANDON CARR, THE ATP'S DEPUTY COUNCIL, PRESENTED THE CAC BYLAWS TO OUR BOARD LAST MONTH.

MY UNDERSTANDING IS THE CAC HAS CONCURRED THE BYLAWS WE PROPOSE TO ADOPT TODAY.

SO UNLESS THERE'S ANY QUESTIONS FOR MR. CARR, I WILL NOW REQUEST A MOTION AND A SECOND ON ACTION ITEM NUMBER 2.

DO I HAVE A MOTION TO APPROVE?

I'D LIKE TO REQUEST A MOTION TO APPROVE ACTION ITEM NUMBER 2.

MEMBER ELKINS MOVES TO APPROVE.

>> YEAH, MOTION TO PASS, YEAH.

DO I HAVE A SECOND?

>> I'LL SECOND.

>> THANK YOU.

DR. BURNETT SECONDS.

I'LL DO A ROLL CALL FOR A VOTE.

BOARD MEMBER STRATTON.

>> AYE.

>> DR. BURNETT.

>> AYE.

>> MEMBER ELKINS.

>> AYE.

>> AND MY VOTE IS ALSO AYE WITH THE MAYOR ABSENT.

MOVING TO ACTION ITEM NUMBER 3, THE ADOPTION OF THE TECHNICAL ADVISORY COMMITTEE CHARTER AMENDMENTS.

AS WAS DESCRIBED EARLIER IN OUR PRESENTATION, THIS IS SOMETHING THAT, IT IS A FORMALITY FOR US, ALLOWING US TO HAVE OUR DELEGATES PARTICIPATE FORMALLY INTO OUR TECHNICAL ADVISORY GROUPS FROM THE CDC SO WITH THAT I WOULD LIKE TO REQUEST A MOTION AND A SECOND TO APPROVE ACTION ITEM NUMBER 3.

>> I WILL MAKE THE MOTION, MADAM CHAIR.

>> THANK YOU, DR. BURNET, DO I HAVE A SECOND?

>> MEMBER ELKINS, THANK YOU.

EVERYONE IN FAVOR -- I WILL DO A ROLL CALL.

BOARD MEMBER STRATTON?

>> AYE.

>> CHAIR: DR. BURNET.

>> AYE.

>> CHAIR: MEMBER ELKINS.

>> AYE.

>> AND MY VOTE IS ALSO AYE.

>> THE MOTION IS APPROVED, THANK YOU. MOVING ON TO ACTION ITEM NUMBER 4, WE HAVE THE APPROVAL OF A RESOLUTION AWARDED AWARDING A COMMERCIAL, RISK AND PROJECT DELIVERY SERVICES CONTRACT TO EARN AND YOUNG INFRASTRUCTURE ADVISOR, LLC FOR A FOUR-YEAR TERM IN AN AMOUNT NOT TO EXCEED \$17 MILLION.

AND I HAVE DONE ANY, I THINK --

>> YES.

>> BOARD MEMBER --

>> A COMMENT HERE, CHAIR.

BEFORE WE MOVE ON THE ACTION ITEM NUMBER 4, I WOULD LIKE TO SAY THAT FOR THE RECORD, DUE TO POTENTIAL CONFLICT OF INTEREST I WILL BE ABSTAINING FROM THE VOTE ON ACTION ITEM NUMBER 4, AS WELL AS ANY RELATED DISCUSSION.

>>

>> THANK YOU, MEMBER ELKINS.

>> CHAIR: AND IF THERE ARE ANY QUESTIONS, I UNDERSTAND THE DIRECTOR OF PROCUREMENT MS. REDDICK IS AVAILABLE TO ANSWER AS WELL.

SO IF ANYBODY HAS ANY QUESTIONS FOR MS. REDDICK I WILL NOW REQUEST A MOTION AND SECOND ON ACTION ITEM NUMBER 4.

SO FIRST DOES ANYBODY HAVE ANY QUESTIONS FOR MS. REDDICK?

>> NO QUESTIONS?

>> GREAT.

SO WE ARE GOING TO MOVE ON, I WOULD LIKE TO REQUEST A MOTION AND A SECOND, PLEASE.

>> SO MOVED.

>> BOARD MEMBER ELKINS MOVES, THE STRATTON SECONDS.

>> I WILL DO A ROLL CALL.

>> ELKINS, YOU ARE NOT --

HE JUST RECUSED HIMSELF.

THANK YOU.

I APPRECIATE THAT.

SO BOARD MEMBER STRATTON.

>> AYE.

>> THANK YOU.

DR. BURNET.

>> AYE.

>> CHAIR: AND MY VOTE IS ALSO AYE.

THE MOTION IS APPROVED.

AND A CONGRATULATIONS TO ERNST & YOUNG.

THANK YOU FOR RESPONDING TO THIS SOLICITATION AND WE ARE GRATEFUL AND HAPPY TO BE WORKING WITH YOU, SO THANK YOU.

>> AND SO THAT COMPLETES OUR ACTION ITEMS FOR TODAY.

SO WITH THAT, I WOULD LIKE TO THEN GO ON TO, FOR US TO -- LET'S DO OUR EXECUTIVE SESSION FIRST TO DISCUSS THE -- OUR INTERNAL AUDITOR, SO WILL THAT WORK?

AND THAT WAY WE CAN JUST KEEP THIS -- AND A THEN WE WILL COME BACK AND HAVE YOUR EXECUTIVE DIRECTOR'S REPORT.

SO WITH THAT I WOULD LIKE TO GO ON TO THE AUSTIN TRANSIT PARTNERSHIP BOARD OF DIRECTORS WILL NOW ENTER EXECUTIVE SESSION.

PURSUANT TO SECTION 551.074 OF THE TEXAS GOVERNMENT CODE, FIRST FOR PERSONNEL MATTERS RELATED TO THE REVIEW OF FINAL CANDIDATES FOR THE INTERNAL AUDITOR POSITION, AND THEN FOR PERSONAL MATTERS RELATED TO THE EXECUTIVE DIRECTOR'S FISCAL YEAR 2022 PERFORMANCE CRITERIA.

AND THANK YOU, EVERYONE, FOR YOUR PATIENCE AS WE COMPLETE THIS EXECUTIVE SESSION.

THANK YOU.

>> AND RIGHT NOW, ACTUALLY, LET ME STATE THE TIME.

IT IS 2:46 -- AND WE WILL SAY THE TIME WE COMPLETE.

THANK YOU.

[EXECUTIVE SESSION]

>> CHAIR, WE ARE READY WHEN YOU ARE.

>> CHAIR: SO I AM READY, SO CHLOE, WHENEVER YOU ARE.

>> THE TIME IS 4:33.

>> THANK YOU.

SO NOW WE ARE OUT OF EXECUTIVE SESSION.

THE TIME IS 4:33 AND WE ARE MOVING ON TO OUR EXECUTIVE DIRECTOR'S REPORT FROM PRESIDENT RANDY CLARKE.

THANK YOU, SIR.

>> OKAY.

THANK YOU, CHAIR.

I APPRECIATE IT.

I THINK ALL OF THE BOARD MEMBERS THAT ARE VIRTUAL ARE ALIVE AND EVERYONE IS GOOD.

OKAY.

THANK YOU.

WELL, TODAY WE WANT TO TAKE THE EXECUTIVE DIRECTOR REPORT AND TALK A LITTLE BIT ABOUT THE SIGNIFICANT PROGRAM DECISION MAKING THAT WE WILL NEED TO DO AS NOT ONLY JUST ATP BUT THE ENTIRE PARTNERSHIP OF THE PROJECT CONNECT TEAM LATER THIS YEAR.

AND WE HAVE BEEN TALKING ABOUT THIS A LITTLE BIT OF JUST, WE HAVE BEEN HIGHLIGHTING SOME TOPICS AND DAYLIGHTING SOME TOPICS WE ARE GOING TO HAVE TO KIND OF FINALIZE AND MAKE SOME DECISIONS OR THAT THERE ARE INPUTS THAT ULTIMATELY DRIVE THE DECISIONS AND SOME OF THOSE DECISIONS GET MADE

THROUGH A TECHNICAL PROCESS, SOME ARE FINANCIAL IN NATURE, OTHERS ARE, YOU KNOW, ENGINEERING, SOME ARE COMMUNITY DRIVEN, ET CETERA.

SO I GUESS I WOULD START OFF WITH A COMMENT WHICH IS IN MANY WAYS 2022 WILL BE WHAT I WOULD REFER TO IT IS A SECOND MOST IMPORTANT YEAR OF THE ENTIRE PROGRAM.

THE FIRST BEING WHEN THE COMMUNITY VOTED TO AUTHORIZE PROJECT CONNECT GOING FORWARD.

I THINK OBVIOUSLY WE ARE -- WITHOUT THAT VOTE THERE IS NO YEAR ONE, TWO, THREE, FOUR, FIVE, AND ON AND ON.

BUT OUTSIDE OF THAT PIVOTAL MOMENT, THIS YEAR IN REALLY BE THE YEAR THAT THE MOST CONSEQUENTIAL DECISIONS ARE MADE FOR THE ROLLOUT OF THE PROGRAM AND AS WE ALL KNOW, COVID HAS CAUSED SIGNIFICANT ISSUES ON SUPPLY CHAIN MANAGEMENT, SIGNIFICANT INFLATION, AUSTIN'S REAL ESTATE MARKET IS NOT ONLY, NOT SLOWING DOWN, IT IS ACTUALLY PROBABLY SUPER HEATED.

AND ALL OF THESE THINGS US IN COMMUNITY ENGAGEMENT PROCESS, PLUS SOME TECHNICAL ENGINEERING PROCESS LEAD TO FIGURING OUT THOUSAND ULTIMATELY ROLL OUT THE PROGRAM. AND ONE OF THE THINGS THAT I CAME TO MORE ENLIGHTENMENT OVER THE HOLIDAY PERIOD AND I THINK DAVE COUCH AND I TALKED THROUGH THIS.

IN MANY WAYS WE HAVE A COMMUNITY THAT HASN'T GONE THROUGH THESE MEGA PROGRAMS BEFORE AND I AM NOT SURE WE HAVE DONE A GOOD ENOUGH JOB AND, YOU KNOW, ULTIMATELY THE RESPONSIBILITY IS ON ME, OBVIOUSLY, TO EXPLAIN TO THE COMMUNITY AT LARGE HOW TRANSIT MEGA PROGRAMS KIND OF USUALLY ROLL OUT.

AND WHAT I MEAN BY THAT IS, THE ORANGE LINE IS A GOOD EXAMPLE WHERE I THINK A LOT OF PEOPLE NOT KNOWING DIFFERENTLY WOULD THINK THE ORANGE LINE IS ONE PROJECT AND THEREFORE IT IS ONE CONTRACT AND IT ALL STARTS IN ONE DAY.

AND THAT IS NOT NECESSARILY GOING TO BE THE CASE AT ALL. THE ORANGE LINE COULD BE FOUR CONTRACTS, 12 CONTRACTS AND ALSO MAY START IN SEGMENTS AND SO IN THE TRANSIT WORLD, WHAT WE USE AS A TERM IS MOS, MINIMAL OPERATING SEGMENT, NOT TO GET TOO TRANSIT WONKY BUT THAT REALLY KIND OF DEFINES HOW YOU ROLL OUT PIECES OF LINES.

MOST OF OUR PEERS AROUND THE COUNTRY ARE BUILDING EXTENSIONS SO THEY ARE KIND OF A DEFINED PROJECT HANGING OFF THE END OF A LINE.

NOT MANY PLACES ARE BUILDING MULTIPLE LINES AT ONCE AND WHEN THEY DO THEY DON'T NECESSARILY TURN ON THAT LINE AT THE SAME TIME BECAUSE YOU GET THE VEHICLE COMPONENT, YOU HAVE THE SYSTEMS COMPONENT OF THE CIVIL INFRASTRUCTURE

COMPONENT, THE OPERATIONAL READINESS, STAFFING AND TRAINING AND CERTIFICATION PROCESS.

AND SO IN MANY WAYS WE MAY HAVE A PART OF A LINE THAT IS ACTUALLY DONE WITH PHYSICAL CONSTRUCTION AS FAR AS THE COMMUNITY SEES BUT IS ACTUALLY NOT READY FOR PASSENGER OR NOT WHAT WE CALL REVENUE SERVICE BUT MORE IMPORTANT LET'S CALL PASSENGER SERVICE FOR EIGHT MONTHS TO A YEAR, ONCE YOU GET ALL OF THE COMMISSIONING AND TESTING AND TRAINING DONE AND THE PEOPLE WILL SEE VEHICLES RUNNING ON THOSE ALIGNMENTS BUT NOT NECESSARILY IN SERVICE.

AND SO I THINK DAVE AND I KIND OF THOUGHT ABOUT THAT AND SAID WE REALLY HAVE GOT TO GET SOME RESET ABOUT HOW THAT ULTIMATELY DRIVES TO SOME SEGMENT PHASING PLAN, AND SO WHAT I THINK MIGHT BE HELPFUL IS TO GO THROUGH TO WE SHOWED A GRAPHIC AND IF YOU CAN BRING UP THE NEXT SLIDE, CHLOE, THAT WAS HIGHLIGHTED BY DAVE IN DECEMBER, BUT THE STAFF SPENT A LOT OF TIME THIS THE LAST MONTH TO WORK THROUGH THIS TO MAKE IT REALLY BETTER HAPPENING, CLEANER LANGUAGE TO HELP DRIVE WHAT WE ARE REFERRING TO THIS AS THE FUNNEL, OBVIOUSLY, ANECDOTALLY INTERNALLY AS THE FUNNEL BUT THE CONCEPT HERE IS THAT YOU WILL NOTICE THAT, AND THESE ARE NOT SUPPOSED TO BE EXHAUSTIVE, RIGHT, AND IF YOU DO ANOTHER COLUMN DOWN THE RIGHT-HAND SIDE, THERE REALLY SHOULD BE OUR THREE VALUES THAT WE HAVE TALKED ABOUT SINCE THE START OF THE PROGRAM. WHICH ARE EQUITY, SUSTAINABILITY AND INNOVATION.

SO THAT IS THE CENTRAL SIDE.

SO OUT OF THE VALUES WE HAVE INPUTS.

AND THOSE ARE THINGS LIKE TELEMETHODOLOGY AND TELELENGTH. OUR STATION DESIGN, AND MOSTLY THERE WE MEAN PROBABLY UNDERGROUND STATION DESIGN BECAUSE THOSE ARE THE ONES THAT ARE THE MOST CONSEQUENTIAL IN HOW THEY WORK TOGETHER.

MULTIMODAL COORDINATION IS REALLY, YOU KNOW, THINGS LIKE BIKES AND PEDS BUT ALSO TALK ABOUT HOW IT INTERACTS WITH COMPLETE STREETS AND BUS SERVICE AND OTHER TRANSIT MODALITIES.

UTILITY COORDINATION IS BEYOND SIGNIFICANT FOR A PROGRAM OF THIS NATURE.

GOING REALLY WELL AND WE APPRECIATE ALL OF OUR PARTNERS WITH THE CITY BUT STILL A VERY BIG TOPIC.

WE HAVE ECONOMIC AND RESOURCE INPUTS.

THOSE ARE THINGS LIKE SUPPLY CHAIN INFLATION, AS I MENTIONED, REAL ESTATE AND RIGHT-OF-WAY, HEAVILY DRIVEN BY THE COMPLETE STREETS AND THE MULTIMODAL CONVERSATION, THERE ARE OBVIOUSLY AND MOST OF THESE THINGS ARE INTERLINKED.

FEDERAL FUNDING WE NOW HAVE AN INFRASTRUCTURE BILL AND WE ARE WORKING THROUGH A FEDERAL STRATEGY IN HOW THOSE THINGS ENTER MAY.

WORKFORCE AND DE AVAILABILITY, A HOW DO WE AS A GROUP DEVELOP THOSE RESOURCES BUT ALSO WE DO SOUNDINGS TO FIGURE OUT HOW MUCH WORKFORCE IS EVEN AVAILABLE, RIGHT? WE COULD HAVE ALL OF THE MONEY IN THE WORLD AND ALL THE DESIRE TO ROCK 'N' ROLL BUT IF WE DON'T HAVE THE WORKFORCE AND THE SPECIFIC, VERY SPECIFIC SKILLED TRADES RELATED TO RAIL DEVELOPMENT, WE CAN ONLY DO SO MUCH AT ONE TIME.

WE ALSO HAVE THE CAPITAL OEM, RETURN ON INVESTMENT ANALYSIS, SO HOW DO WE WANT DO SPEND SOME CAPITAL MONEY THAT COULD ACTUALLY RESULT IN BETTER USE LONG-TERM O AND M AND HOW THOSE ENTER PLAY AND HAVE INFORMANT COMMUNITY INPUTS. THOSE ARE THINGS LIKE OUR NORMAL COMMUNITY ENGAGEMENT PROCESS BUT ALSO OUR COMMITTEES AND ADVISORY BOARDS. HOW WE ARE GOING WORK WITH OUR BUSINESS COMMUNITY, SPECIFICALLY ALONG THE CORRIDORS LIKE SMALL BUSINESSES OR OTHER BUSINESSES THAT MAY BE IMPACTED BY CONSTRUCTION. THAT IS A SIGNIFICANT THING.

SO EVEN IF WE HAVE ALL OF THE WORKFORCE IN THE WORLD AND ALL OF THE MONEY IN THE WORLD AT THE RIGHT TIME WE CAN'T RIP UP THE ENTIRE CITY AT ONCE BECAUSE OBVIOUSLY WE ARE TRYING TO HELP THE COMMUNITY AND NOT IMPACT ALL OF THIS COMMUNITY AT THE SAME TIME AND THEN THE MOBILITY BENEFITS OF THINKING THINGS LIKE RIDERSHIP AND WHO NEEDS THAT SERVICE THE MOST AT THE START AND WHO GETS THE MOST VALUE OUT OF THAT AND HOW DOES THAT ACTUALLY FEED THE OVERALL SYSTEM TO GET THE MOST PEOPLE USING TRANSIT WHICH THEN GOES BACK TO EQUITY, SUSTAINABILITY AND THAT SIDE.

SO THERE IS A LOT OF INPUTS.

AND THE TEAM HAS BEEN WORKING ON ALL OF THOSE BUT WE HAVE TO DO A LOT MORE WORK AND WE NEED GET ENGAGED WITH THE BOARD ON THOSE TOPICS, ULTIMATELY WE NEED CAP METRO BOARD AND THE CITY COUNCIL INVOLVED IN SOME OF THESE TOPICS AS WELL.

AND ONE OF THE THREE PARTERS THIS THAT MAY BE NATURALLY THE LEAD ON ONE OF THESE TOPICS AND ANOTHER ONE MAY BE A SUPPORT, YOU KNOW, COMPLETE STREETS, I WOULD SUGGEST THAT THE CITY IS ULTIMATELY THE LEAD ON THAT.

IT IS THE CITY'S RIGHT-OF-WAY AND THEY HAVE THEIR OVERALL MOBILITY GOALS.

ATP IS PROBABLY THE NEXT MOST IMPORTANT AND AGAIN IMPORTANT -- PLAYER IN THAT BECAUSE IT IS THE FACILITATOR OF THE DESIGN PROCESS.

AND CAP METRO OBVIOUSLY FROM A VALUE POINT OF VIEW REALLY BELIEVES IN MULTIMODAL COMPLETE STREETS AND WALKING AND PED BUT NOT NECESSARILY THE PRIMARY MISSION OF THIS ORGANIZATION WHEREAS ANOTHER EXAMPLE IS, YOU KNOW, HOW -- HOW WE MAY DO WORKFORCE IS PROBABLY MORE IN THE CAP METRO IT IS A LEAD BECAUSE IT ULTIMATELY HAS TO HAVE THE WORKFORCE TO MAINTAIN THE SYSTEM, AND ATP NEXT AND CITY THIRD.

AGAIN, ALL PLAYERS PLAY IN THIS BUT THEY MAY HAVE DIFFERENT KIND OF LEVELS OF INTEREST OR NEED IN EACH ONE.

WE WANT TO FIGURE OUT HOW WE CAN WORK THROUGH ALL OF THOSE TOPICS BECAUSE STAFF IS GOING TO WORK THROUGH THEM BUT WE WANT TO ENGAGE THE BOARDS AND OTHER POLICYMAKERS THROUGH THAT PROCESS.

SO WE CAN GET TO THE SUMMER.

AND THE SUMMER THESE ARE THE FOLLOWING THINGS THAT WE CALL PRODUCTS THAT WILL BE BASICALLY READY IN THE SUMMER OR CERTAINLY AT A POINT TO DIGEST IN THE SUMMER.

AND I WOULD HIGHLIGHT THAT THE FIRST TWO ARE REALLY PROJECT PRODUCTS.

30 PERCENT LATE RAIL DESIGN AND COST ESTIMATES.

THEY ARE PROJECT PRODUCTS.

ONE FOR ORANGE LINE AND ONE FOR BLUE LINE.

DRAFT ENVIRONMENTAL IMPACT STATEMENT IN OUR PUBLIC HEARING AGAIN, ONE IS BLUE LINE, ONE IS ORANGE LINE.

THE OTHER COMPONENTS IN THE -- THE OTHER BULLETS IN THE PRODUCTS LIST ARE PROGRAMMATIC.

SO OUR INTEGRATED FINANCIAL MODEL UPDATE AND THAT HAS TO INCLUDE, GOING TO BE FED THROUGH WITH THE FEDERAL STRATEGY, FEDERAL AND FINANCING STRATEGY, AND SO TO BUILD THAT MODEL BACK OUT WITH AN UPDATE ON HOW THAT MAY ALL WORK.

A SECOND PEACE IS IF INITIAL RISK, RISK AND CONTRACTING PROCUREMENT METHODOLOGY ANALYSIS WHICH THE BOARD APPROVED TODAY.

AND SO THE IDEA IS BASICALLY HOW DO YOU POTENTIALLY CUT UP CONTRACTS AND DO THE RISK ANALYSIS OF THAT IN RELATION TO FUNDING, CASH FLOW AND IN RELATION TO THE FEDERAL PROCESS, IN RELATION TO HOW MUCH WORKFORCE, HOW MUCH DBE, MARKET SOUNDINGS, HOW MUCH DISRUPTION CAN WE HANDLE AS A CITY, HOW DOES IT INTEGRITY GREAT WITH THINGS LIKE I-35 AND OTHER THINGS AND ALL OF THOSE KIND OF FLOW KIND OF IN SOME WAYS TO A SEGMENT PHASING PLAN.

AND KIND OF THE OPTIONS OF AGAIN WE CAN'T HAVE -- WE CAN'T BUILD EVERY SINGLE THING AT ONCE, AGAIN I AM NOT GETTING BACK TO THE SEQUENCE MAN BUT TALKING ABOUT PURELY WHERE

CONSTRUCTION HAPPENS AT ONCE AND WHERE TESTING HAPPENS AT ONCE AND WHERE STARTUP HAPPENS AT ONCE.

THOSE THINGS KIND OF FLOW.

AND OUR THOUGHT PROCESS IS TO THE FALL.

AND IN THE FALL WE REALLY NEED STAFF BRINGING FORTH A RECOMMENDATION ON A 30 PERCENT LIGHT RAIL DESIGN AND HOW THAT SEGMENT PHASING PLAN WOULD WORK.

AND AGAIN THAT MIGHT BE, YOU KNOW, VERY HYPOTHETICAL, SO I AM JUST TRYING TO GIVE AN EXAMPLE FOR LESSER PURPOSES. YOU KNOW, THE AIRPORT A THROUGH SOUTH WATERFRONT COULD BE AN OPERATION WHILE THE REST OF THE BLUE LINE IS ACTUALLY IN FINISHING AND TESTING.

JUST AS A PURE VISUAL EXAMPLE.

AND SO WE WANT TO BRING THAT FORWARD, OBVIOUSLY THOSE ARE THE JOINT DECISION WE HAVE TO GET AGREEMENT ON, AND THEN WE ARE LOOKING FOR APPROVAL FROM THE ATP BOARD, THE CAP METRO BOARD AND CITY COUNCIL TO APPROVE THOSE 30 PERCENT DESIGNS, NOT NECESSARILY WE ARE GETTING LIKE THE THREE PARTIES INTO THE DESIGN LIKE, YOU KNOW, WE ARE NOT LOOKING FOR THE GOVERNING BOARDS TO GET INTO ARCHITECTURE AND ENGINEERING, THAT?

THE STAFF ROLE WITH COMMUNITY WITH A LOT OF ADVISORY GROUPS BUT THE IDEA OF OWNING THAT DECISION, CAN THIS COLLECTIVE GROUP TO SAY YES, THESE ARE THE TRADE-OFFS THAT WE HAVE MADE BIG TRADE-OFFS IN DESIGN AND HOW THEY IMPACT COSTS AND ROLLOUT AND NOW WE HAVE A SEGMENT PHASING PLAN WHICH LEADS TO HOW YOU LEAD TO THE ACTION ITEMS WHICH BASICALLY THIS BOARD WILL BE THE ONE INITIATING THOSE PIECES SO THAT IS A GOOD EXAMPLE IS POST 30 PERCENT, POST RECORD OF DECISION, WHAT ARE WHO DOING DESIGN BUILD?

HOW ARE WE DOING AND PANELING THOSE?

HOW DO WE MOVE THOSE OUT?

VERY IMPORTANT EARLY ONE, WHO DOW WE MOVE OUR GEC PROCESS FORWARD FOR ALL OF THE SUPPORT WORK THAT HAS NOTHING TO DO NECESSARILY WITH THE ORANGE AND BLUE HAS THE PRIMARY, THINGS LIKE EARLY UTILITIES, SOME OF OUR FACILITY PLANNING.

ANOTHER PIECE IS VEHICLES AND SYSTEMS. WE HAVE TO MOVE FORWARD ON INITIATING A VEHICLE PROCUREMENT AT SOME TIME THIS YEAR, EVEN IF IT IS LATE IN THE YEAR TO ACTUALLY KEEP ON THE SCHEDULE TO MOVE BECAUSE THE VEHICLES ARE SO -- SUCH A LONG LEAD NIGHT HOW THEY ALL WORK TOGETHER.

SO WE CAN'T REALLY MAKE THOSE PROCUREMENT PROCESSES DECISIONS UNTIL WE ALL GET THE COLLECTIVE HAT -- ARE WE GOOD WITH THE DESIGN AND GOOD HOW WE ROLL THIS OUT AND CAN'T

MAKE THOSE DECISIONS UNTIL WE GET ALL OF THESE PRODUCTS AND REPORTS AND CAN'T GET ALL OF THE PRODUCTS AND REPORTS UNTIL WE WORK THROUGH ALL OF THE INPUTS.

THE SO ONE OF THE THINGS -- MAYBE WE CAN GO TO THE NEXT SLIDE. I WILL WALK THROUGH A COUPLE OF SLIDES WITH YOU AND REALLY, WE WILL KIND OF TURN THIS INTO A CONVERSATION.

I DON'T WANT TO REALLY GO THROUGH THIS SLIDE IT IS VERY DETAILED BUT IT IS HERE FOR YOU ALL AND THE COMMUNITY TO KIND OF LOOK AT, BUT THEY ARE A GOOD EXAMPLE OF WHAT AN INPUT IS, HOW IT MAY BE AN IMPACT AND HOW IT REALLY IMPACTS DECISION MAKING, RIGHT? AND SO A GOOD EXAMPLE IS LRT STATION DESIGN. IT IMPACTS THE COSTS, IT IMPACTS THE LEVEL OF SERVICE AND IMPACTS FUTURE PROOFING OF THE OVERALL SYSTEM, BUT IT ALSO, THEREFORE, THE DECISION MAKING IS HOW ARE WE GOING TO HANDLE THE SUBWAY CONCOURSE SPECIFICALLY FOR STREET, RAINY -- I AM SORRY, TRINITY STREET, PLACES LIKE THAT AND I JUST USE THAT AGAIN AS AN EXAMPLE OF HOW EVERYTHING WE DO IS LIKE AN ONION AND ALL KIND OF TOUCHES TOGETHER IN SOME WAY. SO THE NEXT SLIDE.

I WITH A DON'T HIGHLIGHT, YOU KNOW, STAFF, WE PICKED OUT TEN AND THIS IS AGAIN, THIS IS NOT SUPPOSED TO BE EXHAUSTIVE BUT STAFF DOES FEEL THESE ARE, AND THAT'S ONE OF THE WORD, THAT'S WHY THE WORD SIGNIFICANT IS IN THERE.

THERE ARE GOING TO BE NUMEROUS DESIGN TOPICS THAT WILL -- THAT EXIST NOW AND THEN WILL EXIST OVER THE RAM. THE IDEA IS NOT TO ACTUALLY SOLVE ALL OF THOSE THINGS AND ESPECIALLY SOLVE THEM ON THE DAIS.

WHAT WE WANT TO HIGHLIGHT AND IDEALLY CULTURALLY IS WE WANT TO TRY TO WORK TOWARDS ONE OF THE MOST SIGNIFICANT DECISION POINTS, BECAUSE THESE ARE THE ONES THAT ACTUALLY DRIVE THE OVERALL PROGRAM, BECAUSE THESE INVOLVE THE MOST DISRUPTION, THE MOST MONEY, AND THEREFORE HOW THE SYSTEM WILL BE LONG-TERM.

AND SO WHILE TWO OR \$3 MILLION DECISION MAY BE IMPORTANT TO PARTS OF THE COMMUNITY, THESE ARE ULTIMATELY HUNDREDS OF MILLIONS OF DOLLARS TO BILLIONS OF DOLLAR DECISIONS AND AT THE END OF THE DAY WE HAVE YOU FOR A LIMITED AMOUNT OF TIME ONCE A MONTH AND THE PARTNERSHIP AND THE SCHEDULE, SO WE ARE REALLY TRYING TO DRIVE TO ONE OF THE MOST CONSEQUENTIAL PIECES WE HAVE TO GET ALL OF US AS THREE ORGANIZATIONS AND THEN ULTIMATELY THE COMMUNITY BOUGHT IN SUPPORT OF SO WE CAN MOVE THAT PROCESS FORWARD.

AND SO THESE TEN, AND I WILL READ THEM OFF, I THINK IT IS TEN, YES, IT IS TEN, I WILL READ THEM OFF AND I WANT TO JUST -- I REALLY HIGHLIGHT, THE IDEA IS NOT TO SOLVE THESE TODAY, IN ANY WAY

BECAUSE WE ARE NOT PREPARED TO.
THEY ARE JUST BIG TOPICS THAT WE NEED TO WORK THROUGH.
AND I WANT TO HIGHLIGHT A COUPLE OF WORD CHOICES I THINK ARE IMPORTANT.
IN THE NEPA PROCESS WE ACTUALLY HAVE OFFICIAL THINGS CALLED OPTIONS, AND IT IS LIKE A GOOD EXAMPLE THE PLEASANT VALLEY MULTIMODAL STATION WE ARE CARRYING THROUGH THE NEPA PROCESS NOW TWO OPTION AS AND BOARD HAS SEEN THOSE OPTION A AND OPTION B, EASILY LABELED.
AND WE WANT TO KEEP A LOT OF COMMUNITY FEEDBACK, WE ARE WORKING VERY CLOSELY BOTH CAP METRO, AND CITY STAFF TO WORK THROUGH THE, WORK THROUGH THAT AND THERE HAS BEEN A COMMUNITY WORKSHOP.
THAT'S AN OPTION IN THE THEY POO PROCESS.
ON THE SIDE, THERE ARE TOPICS AND I GUESS I WILL USE THE EXAMPLE B, GUADALUPE TUNNEL LENGTH, NORTH OR SOUTH OF MLK. CITY STAFF IS REALLY ENCOURAGING TO HAVE THAT TUNNEL PORTAL UP NORTH OF MLK BECAUSE OF THE OVERALL POSITIVE IMPACTS THAT WOULD HAVE ON VEHICULAR TRAFFIC.
CAP METRO I THINK IS FAIR TO SAY WOULD AGREE THE LONGER THE TUNNEL THE BETTER THE SYSTEM WILL PERFORM AND SAFER AND MORE RELIABLE LONG-TERM.
HOWEVER, THAT DECISION IN ULTIMATELY LEAD TO A COST, A COST IMPACT TRADE-OFF.
SO OUTSIDE OF THE NEPA PROCESS DAVE AND HIS TEAM ARE BUILDING OFF NEPA ALTERNATIVES.
AND WE ARE WORKING THROUGH WHAT THE DESIGN WOULD BE AND THE COSTS SO WHEN WE IF PHOTO THE SUMMER WE ARE NOT SLOWING DOWN THE RECORD OF THE DECISION PROCESS.
WE ARE 0 MOVING ON THROUGH BUT HAVE SOME ALTERNATIVES SO WHEN WE GET INTO SOME COST CONSTRAIN DECISION MAKING THIS SUMMER, YOU ALL ON THIS BOARD PLUS THE OTHER BOARDS WILL SEE A COUPLE -- A LITTLE BIT OF OPTIONALITY TO TALK ABOUT THE TRADE-OFFS IS THAT MONEY WORTH DOING THAT VERSUS SOMETHING ELSE?
AND WHAT WE CAN DO IS THEN DO A SUPPLEMENTAL TO NEPA AFTER WE GET THE RECORD OF THE DECISION WITH A COUPLE OF THESE AREAS OF CHANGE.
30 PERCENT IS NOT TO SAY NOTHING CAN CHANGE.
NEPA THE ULTIMATE IMPORTANT THING ABOUT NEPA IS TO TALK ABOUT THE -- THE FEDERAL GOVERNMENT OWNS THE NEPA DOCUMENT AND WE ARE INVOLVED IN THE PREPARATION AND IT IS ULTIMATELY FTA'S DOCUMENT AND US ALL SAYING THESE ARE THE MITIGATION MEASURES WE ARE COMMITTED TO AS A COMMUNITY TO MOVE THIS PROGRAM FORWARD.

SO I JUST WANTED TO DIFFERENTIATE BETWEEN OFFICIALLY NEPA OPTIONS AND SOME OF THESE SIDE ALTERNATIVES THAT WE ARE DOING SPECIFICALLY FOR THE POLICYMAKERS SO YOU ALL HAVE SOME TRADE-OFF OPTIONALITY KIND OF DISCUSSION LATER THIS SUMMER.

>> SO TUNNEL LENGTH, VERY CRUCIAL DECISION POINT FOR THIS PROGRAM.

AND WE HAVE THINGS LIKE UTILITY CONFLICTS, WE HAVE THINGS LIKE FEMA FLOOD PLAIN AND SOME STATE REGULATIONS RELATED TO CAPITAL VIEW CORRIDOR, THERE IS AN ENORMOUS AMOUNT OF DIFFERENT THINGS CONNECTING TO THAT TUNNEL PIECE.

AND A -- AND IN A LOT OF WAYS I THINK STAFF WOULD LOVE THE OPPORTUNITY TO WORK ACROSS ALL THREE ORGANIZATIONS TO JUST HAVE A FOCUS ON TUNNELING, BUT WE ARE WORKING THROUGH A SINGLE VERSUS DUAL BORE ANALYSIS RIGHT NOW.

THAT HAS TO GET FLUSHED OUT A LITTLE BIT.

THERE ARE PROS AND CONS TO BOTH OF THOSE, EVERYTHING FROM DEPTH AND ACCESSIBILITY TO HOW THE TUNNEL IS BUILT AND COSTS AND ET CETERA.

BUT I JUST USE THAT AS AN EXAMPLE.

THE GUADALUPE TUNNEL WE TALK ABOUT, I MENTIONED A LITTLE BIT.

THE TRINITY SPUR TUNNEL NORTH OF FOURTH STREET, THAT IS, AGAIN, WE WANT TO BUILD OUT THAT OPTIONALITY, COULD WE RUN THE BLUE AND ORANGE LINE WITHOUT IT? YES.

DOES IT GIVE MORE RESILIENCY TO HAVE THIS SPUR?

YES.

>> COULD WE START THE GOLD LINE OR A PIECE OF THE GOLD LINE EARLIER IF WE DO THAT?

>> YES.

THAT'S TRADE-OFF THING WE WANT TO SHOW, YOU KNOW, IF, THE OPPORTUNITIES AND CHALLENGES, OPPORTUNITIES AND COST HAS RELATED TO THAT.

FOURTH STREET, PETER MULLEN HAS BEEN LEADING THAT EFFORT AND HAS TALKED TO THIS BOARD ABOUT THIS AND IN A LOT OF PUBLIC MEETINGS.

WE CAN HAVE GRAND VISIONS FOR FOURTH STREET AND HAVE A REALLY INTEGRATED UNDERGROUND SUBWAY CONCOURSE THAT CONNECT IT IS TONS OF BUILDINGS AND MULTIPLE RAIL STATION BUGS THAT COMES WITH A LOT OF MONEY AND OTHER CHANCE RELATED TO OPERATIONS AND MAINTENANCE.

BUT IT ALSO CREATES A LONG-TERM VISION FOR THE COMMUNITY.

THAT'S THE KIND OF STUFF WE NEED EVERYONE TO KIND OF GET ALIGNED WITH ONE WAY OR THE OTHER.

PLEASANT VALLEY WE TALKED THROUGH THAT.

CRESTVIEW IS A REALLY, REALLY COMPLICATED PART OF THIS

PROGRAM, SO CRESTVIEW FROM A NEPA POINT OF VIEW WE ARE MOVING THE ORANGE LINE FORWARD AS AN ELEVATED LINE A, BECAUSE CAP METRO RUNS RED LINE AND FREIGHT SERVICE AT GRADE.

ON THE SIDE, AND WHEN I SAY ON THE SIDE IT IS NOT SUPPOSED TO BE IN A NEFARIOUSLY WAY, BUT IN PARALLEL ACTION IS A PROBABLY A BETTER TERM IN PARALLEL ACTION, CAP METRO IS DOING DESIGN WORK ON WHAT IT WOULD LOOK LIKE TO GRADE SEPARATE THE FREIGHT AND RED LINE TRACKS AND SO THOSE ARE RUNNING AT A PARALLEL PIECE SO WE HAVE OUR NEPA PROCESS WITH THE ORANGE LINE IN THIS ELEVATED PIECE WE TALKED THROUGH. HOWEVER IF CAP METRO CAN FIGURE OUT THE GRADE SEPARATION OF THE FREIGHT LINE THAT CHANGES THE ANALYSIS AND SO THE TEAM IS WORKING THROUGH MULTIPLE DESIGN PROCESSES SO IF THAT COULD GET TOGETHER AND WE DECIDE AS A COMMUNITY OR MORE IMPORTANTLY -- GET ADDITIONAL FEDERAL FUNDING THAT HAS NEVER BEEN THOUGHT OF BECAUSE THERE IS A LOT OF NEW FEDERAL -- DIFFERENT THAN THE FUNDING WE ARE USING TO GRADE SEPARATE THAT AND WORKING WITH OTHER PARTNERS THERE COULD BE A WHOLE OTHER CHECKS WAY TO DO CRESTVIEW LONG-TERM FOR THE WHOLE COMMUNITY AND REGION.

THE DRAG WE HAVE TALKED THROUGH WITH THIS BOARD AND A LOT OF COMMUNITY MEETINGS, THAT HAS -- THERE ARE ACTUAL OPTIONS IN THAT IN THE NEPA PROCESS AND WE HAVE TO GET TO A POINT WHERE WE AGREE ON WHAT WE ARE TRYING TO ACCOMPLISH THERE. AND WHEN I SAY THAT, I DON'T THINK THERE IS ANY THE HEARTACHE OR HARDENING OF POSITIONS, ESPECIALLY ON THE STAFF SIDE. IT IS JUST WORKING THROUGH THE ROSE.

I ACTUALLY WANT TO COMPLEMENT THE STAFF SIDE, I THINK ALL THREE STAFF ARE WORKING ON A DAILY BASIS FANTASTIC.

200 DESIGN REVIEWS THROUGHOUT THE ENTERPRISE AND THAT'S A LOT OF PEOPLE.

SO IT IS VERY COLLABORATIVE AND PARTNERSHIP BASED.

IT IS JUST REALLY COMPLICATED, STAYED WORK.

BLUE LINE BRIDGE HAS BEEN BROUGHT UP AT THIS BOARD.

THE STAFF IS ACTUALLY WORKING ON AN ANALYSIS TO BRING BACK TO THIS BOARD AND OUR OTHER PARTNERS TO KIND OF WALK THROUGH THE ENGINEERING AND COMMUNITY, AGAIN, OPPORTUNITIES AND CHANCE RELATED TO THAT.

RAIL MAINTENANCE FACILITY.

THE TEAM HAS BEEN DOING DUE DILIGENCE FOR ALMOST TWO YEARS ON WHERE THAT COULD ACTUALLY LAND.

THERE IS NOT A LOT OF PLACES IN CENTRAL AUSTIN WHERE YOU CAN TAKE 50, 60 ACRES AND JUST PUT AN INDUSTRIAL RAIL MAINTENANCE FACILITY WITH EVERYONE BEING OKAY WITH IT.

AND YOU NEED TO REALLY MANAGE THINGS LIKE DEAD HEAD WHERE THE VEHICLES PULL OUT AND HOW MUCH THEY ARE MANAGED AND SOME SECURITY ASPECTS AND OTHER THINGS LIKE THAT AND FUTURE PROOFING AND SCALABILITY.

BUT VERY COLLABORATIVE EFFORT BETWEEN ALL THREE ORGANIZATIONS ON THAT AND I BELIEVE THAT THE TEAM IS PREPARED TO COME IN THE FEBRUARY BOARD SOMEBODY MEETING TO TALK THROUGH HOW THAT PROCESS IS EVOLVING.

AND VEHICLES AND SYSTEMS.

AND I COULD SAY KEY ON VEHICLES SYSTEMS IS NOT ABOUT LIKE EXACTLY WHAT WE ARE BUYING.

YOU KNOW, AT THE END OF THE DAY CAP METRO WILL NEED THOSE VEHICLES TO GO IN THEIR OVERALL MANAGEMENT SYSTEM AND THE MAINTENANCE SYSTEM AND BE THERE IN THE FLEET TO OPERATE, BUT THE VEHICLE ATTRIBUTES OR CHARACTERISTICS I THINK WE NEED TO FLUSH OUT AS THREE TRI-PARTY DECISION GROUPS AND WHEN DAVE KUBICEK CAME IN FRONT OF THIS BOARD WE WENT THROUGH THAT RELATIVELY QUICKLY, BUT ONE OF THE THINGS I THINK IS A GOOD EXAMPLE IS LOW FLOOR VEHICLES.

SO LOW FLOOR VEHICLES ARE THE ULTIMATE FOR ACCESSIBILITY AND UNIVERSAL ACCESSIBILITY WE HAVE BEEN TALKING ABOUT AS A GROUP BUT OBVIOUSLY THERE ARE TRADE-OFFS WITH LOW FLOOR IN RELATION TO HOW MANY VEHICLE PROVIDERS MAY BE ABLE TO PROVIDE THAT VEHICLE AND SPEED AND OTHER KIND OF PERFORMANCE CHARACTERISTICS.

THOSE ARE THE KIND OF THINGS THAT I THINK WE AS A GROUP WE WANT TO GET TO SOME AGREEMENT ON, NOT THE ACTUAL DESIGN OF THE VEHICLE.

THE SEATS ARE, I MEAN THAT IS VERY TECHNICALLY DRIVEN.

I SHOULDN'T BE INVOLVED IN THAT, BUT THE ATTRIBUTES AND CHARACTER OFFICE WHAT WE WANT THESE VEHICLES TO PRODUCE FOR THE COMMUNITY.

ONE OF THE FEATURE SET, IF YOU WILL, THAT THEY CAN DELIVER GOOD FOR THE COMMUNITIES FOR THE NEXT 40 PLUS YEARS.

SO THERE MAY BE OTHER TOPICS THAT COME UP BUT I REALLY WANT TO HIGHLIGHT THOSE, WHICH LEADS TO KIND OF THE LAST SLIDE AND THE TEAM WE BUTT TOGETHER SOME QUESTIONS.

THE, ARE THEY PERFECT QUESTIONS?

OF COURSE NOT.

IT IS TO HELP MOVE THE CONVERSATION ALONG BECAUSE THE STAFF REALLY WANTS THE BOARD TO GIVE US INPUT ON HOW TO MOVE THIS PROCESS ALONG, AND THE BOARD HAS INDICATED TO ME AND I THINK OTHER STAFF MEMBERS, THE BOARD DOESN'T WANT -- JUST TO GIVE PRESENTATIONS.

SO WE FULLY UNDERSTAND THAT WITH THE CAVEAT OF

UNDERSTANDING THAT THESE ARE VERY COMPLEX, COMPLICATED TOPICS THAT NOT EVERYONE HAS THE SAME LEVEL OF KNOWLEDGE AND UNDERSTANDING.

SO WE WANT TO FIGURE OUT HOW AS A TEAM WE DO THAT TO GET EVERYONE COMFORTABLE WHEN WE GET TO, AGAIN, THAT IS SUMMER AND FALL DECISION MAKING.

SO KIND OF THE QUESTIONS I WOULD POSE TO THE BOARD, AND AGAIN HAPPY TO HAVE WHATEVER DISCUSSION YOU WANT ON THIS AND WRAP THIS UP.

THANKS FOR THE TIME.

ONE OF THE BOARD'S AND COUNSEL'S CONCERN IN THE DECISION PROCESS IN THE SEGMENT PHASING, TO LIKE, THERE ARE THINGS ON INPUTS YOU FEEL ARE MISSING, ARE THERE ISSUES THAT ARE NOT ON THAT LIST?

AND, YOU KNOW, THAT IS KIND OF THE FIRST ONE, ARE WE LANDING THAT KIND OF AREA PRETTY WELL?

WHICH INPUTS DOES BOARD AND COUNCIL WANT TO FOCUS ON IN THE NEXT TWO QUARTERS?

SO WE CAN GET TO THE DECISION MAKING, COMING OUT OF THE SUMMER INTO FALL.

AND REALLY WHAT WE ARE TALKING ABOUT IS, YOU KNOW, WE ARE IN THE MIDDLE OF JANUARY NOW AND THOSE PRODUCTS START COMING OUT IN CERTAINLY SOME IN MAY BUT JUNE IS GOING TO BE A BIG MONTH FOR PRODUCTS IN JULY.

SO WHERE YOU HAVE ABOUT FIVE MONTHS OF ACTUAL TIME ON THIS -- WITH THIS BOARD, WHICH IS NOT A LOT OF TIME AND IT CERTAINLY IS NOT A LOT OF TIME WITH THE OTHER PARTNERS TO GO THROUGH THESE COMPLICATED TOPICS.

AND SO THE LAST ONE IS, WHAT IS THE BEST WAY THAT BOARD FEELS THEY WANT TO BE INVOLVED -- LACKING OF A BETTER WORD OF DIGESTING, EXPLORING, TALKING OUT, ANALYZING THESE TOPICS?

AND SO I WOULD, YOU KNOW, THROW IT UP FOR CONSIDERATION, BOARD MEETINGS LIKE THIS, PRESENTATIONS.

OKAY?

WORKSHOPS, MAYBE A NICE ONE IS TO TAKE ALL OF THE TUNNELING AND DO A THREE HOUR WORKSHOP JUST ON TUNNELING WITH ALL THREE BOARDS AND STAFF AND HAVE EXPERTS, GREAT.

I WILL USING AN EXAMPLE.

MEMOS AND REPORTS.

WE ARE PRODUCING SOME REPORTS AND THOSE ARE GOING TO BE ACTUALLY A PART OF THE PROCESS.

IS THAT A GOOD WAY FOR YOU OR NOT?

OUTSIDE PEER EXPERTS.

SO, YOU KNOW, OTHER CEOS, MAYBE SOME BOARD LEADS, DEPENDING ON THE TYPE OF TOPIC THAT HAVE EITHER, THAT ARE

CURRENTLY GOING THROUGH THIS OR HAVE GONE THROUGH THESE TYPE OF PROGRAMS.

BECAUSE THAT FUNNEL IS BASICALLY THE SAME FOR EVERY COMMUNITY.

NOW, THE TOPICS MAY BE A LITTLE DIFFERENT HERE AND THERE, BUT IT ALL COMES DOWN TO WHAT CAN WE AFFORD AT WHAT TIME AND WHAT ARE THE TRADE-OFFS AND HOW MUCH DISRUPTION AND HOW MUCH STAFF AND HOW MUCH CONTRACTING AVAILABILITY IS OUT THERE TO EXECUTE?

EVERY SINGLE PROGRAM, IT DOESN'T MATTER IF IT IS AN AIRPORT, HIGHWAY, TRANSIT, TRANSIT WOULD PROBABLY BE THE MOST COMPLICATED BECAUSE OF THE SYSTEMS ELEMENT.

DO WE WANT TO DO TOURS?

YOU KNOW, WE TALKED ABOUT DOING SOME ALIGNMENT TOURS, STOPPING ON THE ORANGE LINE FOR A SATURDAY AND JUST STOPPING AT EACH LOCATION AND WORKING THROUGH TO PUT EYES ON THE GROUND.

WE HAVE -- WE REALLY FEEL WE SHOULD GET TO SOME CITIES THAT ARE IN THE PROCESS OF ETOD AND COMPLEX TUNNELING, UNDERGROUND STATION DEVELOPMENT.

THERE IS SOME STUFF GOING ON IN EUROPE AND ASIA RELATED TO ELECTRIC BATTERY ASSIST TRAINS AND THINGS LIKE PLATFORM SCREEN DOORS THAT WE REALLY WANT TO MAKE IN OUR UNDERGROUND STATIONS.

THEY ALLOW US, A, TO BE THE SAFEST BUT ALSO ALLOW US TO CONTROL THE STATIONS BUT AGAIN THEY ARE GOING TO COST MONEY AND THERE ARE TRADE-OFFS.

SO I KIND OF THREE THAT OUT TO THE GROUP BECAUSE I KNOW THE BOARD IS EXPRESSING A LITTLE BIT OF ANGST OF TRYING TO SAY WE NEED GET MORE INVOLVED IN THIS, THESE TOPICS.

STAFF DOESN'T WANT TO JUST DO PRESENTATIONS SO I GUESS I WOULD PUT IT TO THE BOARD HOLISTICALLY, HOW DO YOU THINK IS THE BEST WAY TO DIGEST ALL OF THIS INFORMATION?

INCLUDING HOW DO WE BRING IN CAP METRO BOARD AND THE CITY COUNCIL TO THIS PROCESS KNOWING THAT ALL OF 0 THESE THINGS END UP BEING TRI-PARTY DECISION AT THE END OF CONFIRMING THE DESIGN AND CONFIRMING THE SEGMENT PROCESS GOING GUARD?

SO SORRY TOOK A LOT OF TIME BUT I REALLY WANT TO FOCUS THIS CONVERSATION AND LET THE BOARD THEN GIVE SOME INPUT TO STAFF ON YOUR THOUGHTS RELATED TO THIS PROCESS.

THANK YOU.

>> THANK YOU MR. CLARK.

I WILL OPEN IT UP TO THE REST OF THE BOARD, THE DAIS, QUESTIONS, DISCUSSION, MAYOR ADLER.

>>

>> AND AGAIN, I CAN SEE YOU A LITTLE BIT SMALL, SO IF I DON'T RECOGNIZE YOU -- AND YOU ARE MUTED, MAYOR.

AND THEN I WILL RECOGNIZE YOU, MEMBER ELKINS.

>> MAYOR ADLER: OKAY.

FIRST I WANT TO THANK RANDY FOR THIS BECAUSE I THINK THAT IT IS RESPONSIVE TO THE CAN KINDS OF QUESTIONS THAT I HEAR MY COLLEAGUES ASKING ON THE DAIS TO REALLY GET A BETTER FEEL FOR WHAT THE UNIVERSITY IS OF WHAT IS ON OUR PLATE AND A WHAT DO WE KNOW NOW OR REASONABLY BELIEVE NOW IS GOING TO BE COMING TO US.

SO I REALLY APPRECIATE THAT.

AND I REALLY APPRECIATE THE WAY THAT A YOU HAVE KIND OF LAID OUT SOME OF THE FACTORS THAT ARE INVOLVED AND, YOU KNOW, I WOULD LIKE TO KNOW IF THOSE ARE THE ONLY TEN OR IF THERE ARE TEN MORE OF THOSE?

AND I JUST DON'T HAVE A FEEL FOR WHAT THE UNIVERSE IS AND I THINK THAT PROBABLY GOES TO PART OF THE QUESTION I HAVE IS, IT IS TRYING TO FIGURE OUT THE LAYOUT NOW.

WHAT IS IT THAT ARE THE RISK LISTENS AND THE DECISIONS THAT HAVE TO BE MADE?

HOW DO YOU MAKE A 30 PERCENT DRAWINGS THE DECISIONS ABOUT WHAT IS AN ALTERNATIVE AND WHAT IS AN OPTION?

AND A IS THAT THE KIND OF THING THAT REALLY NEEDS TO BE MADE BY THE THREE DIFFERENT BOARDS EACH, YOU KNOW, FROM WHERE THEY ARE COMING FROM?

IT IS REALLY APPARENT THIS IS REALLY, REALLY COMPLICATED AND THERE ARE A LOT OF THIS I THINK SO THAT ARE DEPENDENT ON OTHER DECISIONS AND I THINK EVERYONE IS GETTING A LITTLE ANXIOUS TO MAKE SURE WE ALL DO OUR JOB AND PROVIDE THE BEST AVAILABLE ADVICE.

WE HAVE THE UNDERSTANDING THAT 30 PERCENT DRAWINGS MAY HAVE TO BE DONE BY MAY OR JUNE IN ORDER TO BACK UP IN ORDER TO BE ABLE TO GET THIS PROJECT FORWARD TO THE FEDS FOR APPROVAL, WHILE WE HAVE THE EXISTING ADMINISTRATION.

I AM ALSO -- I ALSO HEAR IT COULD BE THROUGH THE END OF THE YEAR TO DO THAT.

SO TRUEING UP ON THOSE KIND OF THINGS I THINK ARE REALLY IMPORTANT AS WELL.

I HAVE LOOKED AT THE PAGE WHERE YOU HAVE ASKED THE QUESTIONS AND THAT INCLUDES TO REALLY BE ABLE TO ANSWER THOSE QUESTIONS.

BECAUSE I DON'T THINK THAT I KNOW HOW TO DO THAT.

BUT IN TALKING TO PEOPLE IN TERMS OF WHAT INFORMATION I THINK WOULD BE REALLY HELPFUL IN GOING THROUGH SOME OF THIS WITH VERONICA AND WITH WADE AND -- ON THE CAP METRO BOARD, I HAD

SOMETHING THAT I ASKED CASEY TO HAND OUT TO EVERYBODY, WHICH IS KIND OF A DIFFERENT WAY, RANDY, IN KIND OF DESCRIBING WHAT THE UNIVERSE IS, AND I THINK IT WOULD BE HELPFUL TO HAVE KIND OF A WORKSHOP SOME TIME IN FEBRUARY WHERE WE CAN DO THAT DETRIMENTAL IMPACT -- THE CONVERSATIONS THAT ARE GOING ON AND THAT PROCESS IS THE HIGHEST PRIORITY AT THE MOMENT. BUT IT WOULD BE REALLY NICE TO HAVE EVERYBODY GET TOGETHER ON THE GLOBAL ISSUE OF HEY WE ARE NOT GOING TO RAISE TAXES ON THIS THING, AND A WE HAVE TO MAKE CHOICES ABOUT WHAT WE DO AND DON'T DO, WE WILL DO IT WITHIN THAT ENVELOPE.

I THINK IF ALL THREE BODIES AGREE ON THAT, THAT WOULD BE A REALLY IMPORTANT THING FOR PEOPLE TO HEAR.

BUT I THINK WHAT WE ARE FOCUSING ON ARE DIFFERENT BUCKETS AND I AM JUST TRYING TO IDENTIFY THEM AND I THINK IT WOULD BE REALLY HELPFUL IF ATP STAFF AND CITY STAFF AND CAP METRO STAFF COULD HAVE JOINTLY A WORKSHOP WHERE ALL THREE BOARDS SOMETIMES IN FEBRUARY, THEY DIDN'T TRY TO RESOLVE, BUT AT LEAST LAID OUT IN DAYLIGHTED FOUR DIFFERENT BUCKETS. THE FIRST ARE THE UNRESOLVED DESIGN ELEMENTS WITH CONFLICTING PRIORITIES, THAT'S THE QUESTION THAT THOSE -- THE TEN THINGS YOU HAD.

IF THERE IS MORE THAN TEN THINGS OR IF THE CITY OF AUSTIN WANTS TO PUT DOWN THAT THEY SAW COMING DOWN THAT MAY NOT HAVE THE SAME SENSIBILITY ON SOMEBODY ON THE CAP METRO OR THE LIKE.

BUT TO TALK THROUGH THE QUESTIONS ABOUT WHETHER BUSES ON THAT BRIDGE, FOR EXAMPLE, BUSES ARE ON GUADALUPE OR ON THE BLUE BRIDGE IS AN OPTION OR ALTERNATIVE KIND OF ISSUE. BUCKET B WOULD BE THOSE THINGS WHERE THERE ARE CONFLICTING PRIORITIES THAT STAFF IS NOT IN AGREEMENT WITH THE DESIGN OPTION THAT IS BEING PRESENTED RIGHT NOW FOR THE 30 PERCENT DESIGN DOCUMENT.

SO THAT ATP STAFF AND A OR CITY STAFF AND/OR CAP METRO STAFF COULD STEP GUARD AND SAY, HEY, OUR PERSPECTIVE ON THIS, WE REALLY THINK THIS IS AN ISSUE THAT IS GOING TO REQUIRE THE BODIES TO KIND OF WEIGH IN.

THE EXHIBIT C ARE THINGS WHERE THE STAFF GOT TOGETHER AND ACTUALLY HAD TO WORK THROUGH CONFLICTING PRIORITIES AND MADE A DECISION JUST TO DAYLIGHT THOSE NOW.

YOU KNOW, THERE WAS A NEIGHBORHOOD THAT RAISED AN ISSUE AND YOU GUYS WORKED REALLY HARD TO RESOLVE IT TO DAYLIGHT IT NOW SO THAT THE COMMUNITY AND WE ARE NOT HEARING ABOUT IT FOR THE VERY FIRST TIME MUCH LATER IN THE PROCESS, WHEN IT WILL BE MORE DIFFICULT TO DEAL WITH THOSE KIND OF THINGS.

JUST TO LAY OUT THAT UNIVERSE AS WELL.

AND THEN THE FOURTH BUCKET I THINK IS KIND OF WHAT YOU HAD ON YOUR CHART AND THOSE ARE THE THINGS THAT, YOU KNOW, KIND OF ARE THE NONDESIGN THINGS, THE QUESTIONS ABOUT ADDITIONAL REVENUE?

DO WE MAKE CHOICES AND WANT TO SPEND MORE OR SPEND DIFFERENTLY OR ADJUST THE TIME FRAME WHILE STAYING WITHIN THE TAX ALLOTMENT?

I THINK THAT MIGHT BE GOOD.

BUT I WOULD PROPOSE THOSE FOUR BUCKETS THAT I THINK IF THE THREE STAFFS WOULD JUST POPULATE THOSE BUCKETS AND WALK EVERYBODY THROUGH THAT, ALL THREE BOARDS IN FEBRUARY, I THINK WE WOULD HAVE A UNIVERSE IN THE FRONT OF -- IN FRONT OF US AND I THINK THE STAFFS GET TOGETHER AND SAY, YOU KNOW, WE HAVE A UNIVERSE OF DECISIONS THAT HAVE TO BE MADE IN ORDER FOR US TO BE ABLE TO GET TO WHERE WE WANT TO IN TERMS OF APPROVAL WITHIN THE TIME PERIOD THAT WE NEED IT, BACKING UP FROM THAT, WE HAVE TO MAKE THESE DECISIONS BY THESE POINTS AND THAT WOULD LEAD US TO THE CONVERSATION ABOUT THE PRIORITIES, WHAT DECISIONS WILL WE HAVE TO WEIGH IN ON, IF THERE ARE DECISIONS THAT -- LEAD THE WAY ON IDENTIFYING THOSE. I THINK IT BEGINS WITH HAVING A WORKSHOP IN FEBRUARY THAT JUST DOESN'T DO MUCH MORE THAN POPULATES THOSE THREE -- THOSE BUCKETS THAT HELPS US UNDERSTAND WHAT IS IN THOSE BUCKETS. THAT'S WHAT I WOULD PROPOSE.

>> CHAIR: THANK YOU, MAYOR.

I KNOW BOARD MEMBER ELKINS, YOU HAD YOUR NAME UP.

>> OH, THANK YOU, MADAM CHAIR.

AND THANKS, RANDY, FOR THE PRESENTATION.

I THINK THAT IS HELPFUL.

I THINK BEFORE WE HAVE THE WORKSHOP I THINK IT IS VERY CRITICAL THAT WE DECIDE ON DECISIONS, WHO MAKES DECISIONS AND IS THIS A WORKSHOP FOR JUST FEEDBACK AND ADVICE?

OR IS IT A DECISION WHERE WE ARE GOING TO ASK ALL THREE PARTIES FOR A VOTE BEFORE WE MAKE DECISIONS ON DESIGN?

BECAUSE, YOU KNOW, I GO BACK TO THE ARTICLES OF INCORPORATION OF ATP AND IT SAYS HERE, THE CORPORATIONS, THE PRINCIPAL TEAM, FINANCING, DESIGNING, BUILDING AND IMPLEMENTING WITH CAP METRO, WITH CAP METRO OPERATING AND MAINTAIN IN A MANNER INDEPENDENT OF THE CITY AND CAP METRO.

I THINK IT IS IMPORTANT TO KEEP SOME LEVEL OF INDEPENDENCE AND I UNDERSTAND IT ALSO SAYS HERE THAT WE NEED TO WORK WITH THE CITY AND CAP METRO WITH RESPECT TO IMPLEMENTING THE SEQUENCE PLAN.

I THINK THAT'S FINE.

I JUST DON'T -- I JUST WANT TO MAKE SURE WE DON'T GO 0 DOWN A

SLIPPERY SLOPE WHERE WE HAVE TO GO TO THE CITY AND CAP METRO TO GET MANY DECISIONS APPROVED BECAUSE ONE OF THE BENEFITS OF SETTING UP ATP AS AN INDEPENDENT INTERLOCAL GOVERNMENT CORPORATION IS IT TAKES A LOT OF THAT QUOTE UNQUOTE POLITICS OUT OF IT AND IF YOU READ THE E-MAIL LOTTERY THERE IS A GREAT QUOTE THAT SAID -- GOVERNANCE THAT IS SUBJECT TO SIGNIFICANT POLITICAL INTERFERENCE CAN CAUSE SIGNIFICANT DELAYS, EXPENSES AND CHANGE ORDERS. AS LONG AS WE KEEP THE ORDERS OF WHO IS MAKING CERTAIN DECISIONS AND INPUT THAT'S 9 BUT IF WE HAVE TO GO TO ALL OF THOSE THREE BODIES TO GET CONSENSUS ON DESIGN CHANGES, ON TRADE-OFFS, THEN IT IS GOING TO BE VERY DIFFICULT TO ADVANCE A DRAFT IES.

>> MAYOR ADLER.

>>

>> MAYOR ADLER: TONY, I HEAR AND I AGREE.

I THINK THE CORE DECISIONS WE CAN MAKE EARLY AND HAVE EVERYBODY KIND OF LAY THIS OUT THE BETTER WE WILL BE.

I THINK WE ARE TRYING TO AVOID WHAT WE ARE AVOIDING OUT, AND DOING CHANGE ORDERS AND HAVE POLITICAL ISSUES THROUGHOUT THE PROCESS.

I THINK THE MANY, AS MANY DECISIONS WE CAN MAKE AT THE BEGINNING HELP.

AS I LOOK AT THE DIFFICULT CHOICES IT IS HARD FOR ME TO IMAGINE HOW ANYONE -- HOW ANY ONE ENTITY COULD MAKE THOSE CHOICES, INCLUDING ATP.

YOU KNOW -- AND I THINK THAT EVERYBODY'S PRIORITIES IN ALL THREE ORGANIZATIONS ARE THE SAME, BECAUSE I THINK WHAT WE WANT IS EXACTLY THE SAME, ALL THREE BODIES, BUT I THINK DIFFERENT ORGANIZATIONS WILL PROBABLY PRIORITIZE THEM DIFFERENTLY FROM THEIR VIEW.

SO FOR EXAMPLE, THE DECISION ABOUT WHETHER OR NOT TO WIDEN THE RIGHT-OF-WAY AT ANY PARTICULAR PLACE IS GOING TO DEPEND TO A CERTAIN DEGREE IN SOME PLACES ON WHETHER OR NOT WE HAVE BICYCLE PATHS OR WHETHER WE HAVE, DON'T HAVE BICYCLE PATHS AND DON'T PROVIDE PEDESTRIAN -- BECAUSE IF WE DON'T PROVIDE IT THEN THE RIGHT-OF-WAY COSTS ARE LESS.

AND THE PROJECT COSTS ARE LESS.

THAT'S NOT A DECISION -- THAT'S NOT A DECISION THAT ANY ONE BODY CAN MAKE.

ATP COULDN'T MAKE THAT DECISION FOR THE CITY'S RIGHT-OF-WAY BECAUSE THE CITY HAS ITS RIGHTS OF WAY AND HAS CERTAIN RESPONSIBILITIES UNDER THE AUSTIN STRATEGIC PLAN.

SO AT SOME POINT THAT DECISION, WHICH PROBABLY WILL IMPACT THE SEQUENCING PLAN IN TERMS OF WHAT WE DO WHEN OR

WHETHER WE EXTEND ANOTHER TWO YEARS, THEY JUST SEEM TO BE SO INTERWOVEN, BUT I ALSO THINK THAT TO HAVE A CONVERSATION ABOUT WHO MAKES WHAT DECISIONS IN THE ABSTRACT IS GOING TO BE REALLY HARD FOR US.

AND WE MIGHT FIND OURSELVES ASKING DIFFICULTY RESOLVING THOSE QUESTIONS.

IF THERE WAS A SPECIFIC QUESTION THAT WE ARE TAKING A LOOK AT AND WE SAY, HEY, WHO DECIDES THIS QUESTION?

IN ONE OF TESTIMONY WILLS HERE WE MIGHT BE MORE DIRECTLY RESOLVE THAT, WHICH IS WHY I THINK THE FIRST STEP IS TO POPULATE THOSE BUCKETS AND THEN I THINK IT IS GOING TO BE MORE APPARENT FOR US COLLECTIVELY ON WHAT THE DECISION-MAKING PROCESS NEEDS TO BE AND WHO NEEDS TO BE INVOLVED.

AND IT MAY VARY BASED ON EITHER -- VARY BASED ON WHAT KIND OF DECISION THAT IS BEING MADE.

I JUST DON'T KNOW HOW TO HANDLE THAT IN THE ABSTRACT.

>> I APPRECIATE THAT.

THAT'S A GOOD POINT.

>> DR. BURNETTE, DID YOU HAVE YOUR HAND UP?

>> I DID, BUT THE MAYOR ADDRESSED WHAT I WAS GOING TO ASK SO NO NEED TO REPEAT IT.

THE ONLY THING I WOULD ADD IS THAT I APPRECIATE RANDY'S ATTEMPT TO DELINEATE, BRING ORDER TO THE CHAOS, I WILL PUT IT THAT WAY AS WE MUDDLE THROUGH THIS.

THERE IS NO ONE WAY TO ADDRESS IT.

WORKSHOPS, IT IS GOING TO BE DIFFERENT FOR DIFFERENT THINGS AND I THINK THAT IS PART OF THE COMPLICATION, AND MAYBE A WORKSHOP ON -- WITH VERY SPECIFIC, LIKE THE TEN THINGS OR THE 20 THINGS OR WHATEVER TO TRY AND PUT AS MUCH DELINEATION AND GUARD RAILS AROUND THIS AS POSSIBLE.

>> YOU KNOW, KEEPING WITHIN THE BYLAWS, ET CETERA.

>> THANK YOU.

ANYBODY ELSE HAVE ANY OTHER COMMENTS OR WOULD YOU LIKE TO RESPOND?

SURE.

YES.

THANKS.

I THINK IT IS A REAL HEALTHY CONVERSATION.

IN FACT I THINK WE NEED TO HAVE MORE OF THESE CONVERSATIONS.

I THINK WE NEED TO FIGURE OUT, YOU KNOW, I WILL BE HONEST, I THINK THIS IS THE ULTIMATE IN THE ROOM.

EVERYONE IS TRYING -- CAN AND I HEAR THIS A LOT.

WELL HERE IS THE INTENT OF ATP.

AND WITHOUT SAYING THIS IN A WEIRD WAY, YOU KNOW, A FEW OF US

KNOW REALLY THE INTENT OF ATP BECAUSE WE PUT THE WHOLE DOCUMENTS TOGETHER AND A, IN MOVING THE PROGRAM FORWARD AND I AM WORRIED WE HAVE DIFFERENT DOCUMENTS BEING INTERPRETED DIFFERENTLY BY DIFFERENT PEOPLE ON DIFFERENT BOARDS, WHETHER THIS BOARD, CAP METRO OR THE CITY. AND TO ME, THE ONLY WAY THIS PROGRAM IS GOING TO BE SUCCESSFUL IS THROUGH A PARTNERSHIP APPROACH. PERIOD.

IF ANY ONE AGENCY IS GOING TO TRY TO ATTEMPT TO DO PIECES AND CUT THE OTHER PARTS OUT, I THINK THIS PROGRAM IS IN FOR A SIGNIFICANT ISSUES AND THE CONTRACTORS ARE GOING TO BID THAT RISK INTO THE PROGRAM.

AND THE FTA WILL SEE THAT RISK TOO.

SO I THINK THE MORE BUY-IN WE CAN GET FROM THE THREE PARTNERS ACTUALLY THEN ALLOWS ATP TO HAVE MORE AUTONOMY LATER TO MANAGE CONTRACTS AND MANAGE THE MONEY.

BECAUSE THE REAL PURPOSE OF ATP WAS TO KICK THE MONEY INTO A BANK TO BE USED JUST FOR THIS PROGRAM SO IT COULD NOT BE USED BY CURRENT OR FUTURE COUNSELS AND FUTURE CAP METRO BOARDS FOR OTHER PURPOSES SO THE MONEY IS PROTECTED FOR THE PROGRAM.

AND THE WAY THAT MONEY GETS SPENT IS THROUGH CONTRACTS. BUT TO GET TO THE CONTRACTING DECISION POINT I THINK WE NEED AS MUCH BUY-IN FROM EVERYONE AS POSSIBLE TO MOVE THIS THING FORWARD.

BECAUSE AT THE END OF THE DAY THE CITY OWNS THE RIGHT-OF-WAY, IT IS THE CITY'S RIGHT-OF-WAY AND SO THE CITY WILL HAVE TO HAVE DETERMINATION ON YOU CAN TAKE THIS LAND OR THIS PARKING OR THAT.

I MEAN, IT IS THE CITY'S.

CAP METRO IS THE TRANSIT AUTHORITY WHO RUNS TRANSIT AND IS ALL RIGHT GOING TO BE RESPONSIBLE TO THE FEDERAL GOVERNMENT, RESPONSIBLE FOR SAFETY, RESPONSIBLE FOR OPERATIONS AND ULTIMATELY HAS TO CERTIFY THE TRANSIT COMPONENT.

SO I MEAN, BOTH PROGRAMS SPONSORS HAVE KIND OF SOME TRUMP CARDS THAT WE DON'T WANT TO GET TO THAT, RIGHT? WE WHAT ABOUT THE PARTNERSHIP TO WORK IN A WAY WHERE THE TRUMP CARDS ARE NEVER PLAYED BECAUSE THE TRUMP CARD ON THE CAP METRO SIDE IS WE WON'T CERTIFY IT AND OPERATE IT.

THE CITY SIDE IS WE ARE NOT ISSUING A PERMIT AND YOU ARE NOT TAKING THE PARKING SPACES OR THE LAND OR WHATEVER.

SO I THINK THE MORE WE DRIVE EVERYONE TO CONSENSUS BUILDING, ACTUALLY GETS, AND I THINK THE MAYOR WAS ALLUDING TO THAT, THAT ACTUALLY PROTECTS THE PROGRAM AND HELPS, YOU KNOW, IN

A LOT OF WAYS GET TO THE RESPONSIBILITIES ORGANICALLY WITHOUT PUTTING PEOPLE IN BOXES AND I THINK THAT IS WHAT STAFF IS STRUGGLING WITH A BIT BECAUSE WE ARE LOOKING THROUGH A DIFFERENT LENS BUT WE HAVE THE SAME GOAL AND OUTCOME, I THINK THE MAYOR USED THE WORD ANXIOUS SIGH I AT THIS, I DON'T KNOW I DON'T KNOW IF I WOULD GO THAT FAR, BUT WE HAVE A SMALL AMOUNT OF TIME TO GO THROUGH VERY COMPLEX THINGS AND SO IF THE BOARD WOULD PREFER THAT WE WORK WITH THIS BOARD AND THE OTHER BOARDS, AGAIN THERE IS A WORKSHOP AND YOU PUT THAT TOGETHER BUT FRAME UP WHAT THE NEXT SIX MONTHS LOOK LIKE WITH ALIGNMENT TOURS AND SITE VISITS TO OTHER CITIES AND EXPERT PANELS.

WE CAN START WORKING ON THAT NOW BUT I KIND OF NED SOME OF THAT FEEDBACK FROM THE BOARD, BECAUSE IT TAKES TIME TO -- TO PUT A TRIP TOGETHER TO SEATTLE AND FRANCE AND IT TAKES TIME TO GET AN EXPERT PANEL TO TALK ABOUT TUNNELING, AND WE ARE ALMOST IN FEBRUARY, WE ARE GETTING CLOSE TO FEBRUARY AND I REALLY WANT TO MAKE SURE WE DO EVERYTHING WE CAN TO GIVE THE BOARDS THE COMFORTABLE INFORMATION BY THAT SUMMER, BECAUSE WE THINK PROBABLY BY OCTOBER AT THE LATEST WE NEED TO BE AT THOSE DECISION POINTS TO GET THE RECORD OF DECISION IN THE WINTER AND WE NEED RECORD OF DECISION IN THE WINTER, WE FEEL, TO GET THE FULL FUNDING GRANT AGREEMENT IN 2024. THAT'S WHAT WE ARE BUILDING BASED ON THOSE KIND OF COMPONENTS SO THE MORE FEEDBACK YOU GIVE US TO SAY, STAFF, YES, GO FORWARD WITH THAT OR STAFF DON'T DO THAT, WE WILL COME UP WITH IDEAS THAT WOULD PROBABLY HELP THE CONVERSATION.

>> YES.

>> MEMBER -- CAN I GIVE THIS -- THE FLOOR.

>> THANK YOU.

THANK YOU, CHAIR.

RANDY, I REALLY LIKE THE WAY THAT YOU HAVE LAID OUT THE DESIGN OPTIONS AND THE QUESTIONS AND I LIKE THE WAY THAT THE MAYOR SORT OF LAID OUT WHAT THE PROGRAM ELEMENTS ARE.

JUST FROM STAFF PERSPECTIVE I THINK THAT STAFF WOULD -- AND THE COMMUNITY WOULD REALLY APPRECIATE THE OPPORTUNITY FOR STAFF TO HAVE THE CONVERSATION WITH POLICYMAKERS AND TO, YOU KNOW, WE HAVEN'T DONE THAT IN A LONG TIME AND THAT'S WHAT I THINK WE DID REALLY WELL LAST YEAR, AND IN 2019, AND I THINK THAT IT IS KIND OF -- WHAT I AM HEARING THAT IS THE MISSING PIECE SO THERE WOULD BE REAL VALUE IN HAVING THAT AND I THINK STAFF AND FROM THE CITY PERSPECTIVE WOULD WELCOME THAT.

>> THANK YOU.

I THINK WE HAD 12 OF THESE TOGETHER.

I THINK IT IS THE MOST HEALTHY THING WE DID IN THE ENTIRE PROGRAM.

IT LED TO THE OPEN TRANSPARENCY, THE DISCUSSION.

WE HAD UNANIMOUS VOTES ACROSS BOTH BODIES TO GET TO THE VOTE.

I WOULD GO AS FAR AS, YOU KNOW, IF WE HAD ONE OF THESE ALMOST EVERY MONTH OR EVERY OTHER MONTH IT WOULD BE REAL HEALTHY. MAYBE EVERY OTHER MONTH BECAUSE WE HAVE OTHER ACTIVITIES. WE HAVE A WINDOW WE WILL HAVE TO FIGURE OUT TO GET MORE PEOPLE'S ATTENTION ON THESE BIG TOPICS TO GET TO THAT RIGHT POINT SO I THINK, I APPRECIATE THAT.

>> THANK YOU.

SO DR. BURNETTE YOU HAD YOUR HAND UP TOO BEFORE?

>> NO, I AM SORRY, MAYOR.

>> YES.

>> I LIKE THE IDEA OF HAVING THE FIRST THING THAT WOULD BE HELPFUL FOR ME WOULD BE TO KNOW THE UNIVERSE.

SO BEFORE WE START TALKING ABOUT FIVE THINGS I WOULD LIKE TO KNOW IF IT IS FIVE THINGS, FIVE, TEN THINGS OR FIVE THINGS OF 20 THINGS OR -- SO TO ME, OUR BEST SENSE OF WHAT THE UNIVERSE IS OF THE HARD CHOICES OR THE BIG COST CHOICES, JUST HAVING THOSE WOULD BE, AND THEN IF YOU NEED THEM ALL DECIDED BY OCTOBER, PROBABLY NOT THE BEST SYSTEM TO T THEM ALL UP FOR DECISIONS IN OCTOBER, I GUESS IT COULD BE, I JUST DON'T KNOW BUT TO HAVE THE THREE STAFFS GO AWAY AND SAY OKAY IN TERMS OF TRIPS OR MEETINGS IN ORDER TO MEET THAT SCHEDULE, AND I THINK YOU CAN DO THAT, BUILD THAT IN AS THE NEXT STEP.

BUT I THINK THAT THERE IS POTENTIAL FOR SOME -- I MEAN THERE IS SOME ANXIOUSNESS ON OTHER BOARDS TRYING TO FIGURE OUT TOO WHO IS DOING WHAT AND HAVING US ALL TOGETHER TO SEE WHAT THAT UNIVERSE IS, I STILL THINK WOULD BE -- WOULD BE HELPFUL AND I THINK WOULD BE A PLACE TO START AND THEN I THINK, RANDY, TO YOUR POINT, STAFF CAN GO AWAY AND COME BACK TO THE THREE BOARDS AND SAY, OKAY, THIS IS THE TO GET FROM HERE TO THERE.

>> AND I WOULD LIKE TO MENTION ALSO, THANK YOU, MAYOR, THANK YOU EVERYONE WHO HAS CONTRIBUTED.

I THINK THAT FROM AN ENGINEERING AND ARCHITECTURE DESIGN PERSPECTIVE, THE CONSULTANTS I THINK WOULD ALSO APPRECIATE, IF YOU TAKE A DESIGN SO FAR, IT IMPACTS THE COST ESTIMATES AND IT IMPACTS HAVING TO THEN BACKTRACK IF THEY HAVE TO DO ANY REWORK LATER.

SO I WOULD LIKE TO -- I THINK WE ALL, AS THREE ENTITIES NEED TO REALLY UNDERSTAND, YOU KNOW, ANY DECISION THAT WE MAKE THAT CHANGES LATER BASED ON, YOU KNOW, OPTIONS BEYOND A VERY SCHEMATIC LEVEL OR IN-DEPTH ANALYSIS HAS A PRICE TAG AND

A TIMELINE, SO I REALLY WOULD LIKE TO ENCOURAGE US FUEL HAVE REALLY EARLY DECISION-MAKING PROCESSES THAT MAY IMPACT A CITY ORDINANCE, FOR INSTANCE.

SO A CITY ORDINANCE DOESN'T HAPPEN IN A VACUUM AND -- CAN WITH A SWITCH OF A BUTTON, YOU KNOW, IT GOES THROUGH SEVERAL READINGS AND COMMUNITY INPUT.

SO ANYTHING THAT IS IMPACTING OUR MAY IMPACT THE STRATEGIC MOBILITY PLAN THAT WE WANT TO UNDERSTAND THIS INTERDEPENDENCY IS CONNECTED TO THIS OTHER INTERDEPENDENCY, THERE IS A PRICE TAG TO IT THAT IMPACTS THE COSTS, THAT IMPACTS THE DELIVERABLES AND THAT IT MAY EVEN CAUSE REWORK.

WE DON'T WANT THAT.

AND IN THE PERFECT SCENARIO, YOU KNOW, EVERYBODY IS ALREADY IN ALIGNMENT.

WE HAVE A VISION, WE HAVE A SYSTEM PLAN THAT THE COMMUNITY HAS VOTED ON AND WHAT IS THAT -- WHAT DOES THAT LOOK LIKE IN THE OVERALL VISION OF OUR CITY OF WHO WE WANT TO BE, WHO WE WANT TO BECOME?

SO PIECES THAT I HAVE FELT, THAT COULD REALLY BE HAVING WORKSHOPS, YOU KNOW, HAVE, ROLL UP OUR SLEEVES AND HAVE A WEEKEND SIX WEEKEND SESSION OF THIS WILL IMPACT LONG-TERM MAINTENANCE COSTS AND EVEN FLEET PURCHASES, RIGHT?

I MEAN THERE ARE A LOT OF THINGS THAT COULD IMPACT EACH OTHER.

FROM A SAFETY STANDPOINT OR LOOKING AT VISION ZERO GOALS, HOW DO THOSE IMPACT WHO WE WANT TO BE AS A CITY AS WELL? SO I REALLY LIKE, AND I APPRECIATE THE STAFF THAT WORKED IN SHARING WITH US SOME THINGS IN THE BUCKET LIST AND HOW WE POPULATE THEM, BUT ALSO TO YOUR QUESTION, RANDY, IT IS LIKE WHAT ARE WE -- WE ALL ARE REALLY WORKING TOWARD A RECORD OF DECISION, OF UNDERSTANDING THAT GETTING FEDERAL FUNDING IS A MAJOR PIECE OF THE COMPONENT OF THIS PROGRAM, AND WHAT DOES THAT STRATEGY LOOK LIKE?

WHEN DO WE MAKE THAT PROCESS, YOU KNOW, BACKTRACKING OUR SCHEDULES TO THIS IS THE MAJOR DECISION POINT.

I AM GLAD WE ARE FINALLY SEEING THIS ROAD MAP HERE, YOU KNOW, WHAT ARE WE DOING FOR THE SUMMER?

BECAUSE WHAT HAPPENS AFTER THIS POINT THAT WE CAN BACKTRACK EASILY BECAUSE IT ALREADY IN YOUR OPINION.

>> WHAT WILL WE DO TO GET THE MOST FUNDING.

>> MADAM CHAIR.

>> YES.

>> DR. BURNETTE.

>> RANDY, AND THIS MIGHT BE A REFLECTION OF LEARNING STYLES

OF HOW YOU GET TO DECISIONS IN MOLDING CONSENSUS.
IS IT -- HOW COMPLICATED WOULD IT BE TO PUT TOGETHER, OR AM I
OVER SIMPLIFYING IT, LIKE A PROJECT PLAN WITH TIMELINES AND
DECISION POINTS LIKE THE ONE DOCUMENT WITH KEY IMPACT ACTION
DECISION MAKING, ALMOST LIKE A FLOWCHART WITH A TIMELINE
ASSOCIATED WITH IT, WITH ASSIGNMENTS, YOU KNOW, THIS ENTITY'S
ROLE, THIS IS THIS ENTITY'S ROLE SO THAT WE HAVE LIKE A ROAD MAP
THAT IS FLEXIBLE, THAT WILL CHANGE BECAUSE A PROJECT THIS SIZE
THERE WILL BE CHANGES BUT SOMETHING THAT IS VERY TANGIBLE
THAT WE CAN PUT OUR ARMS AROUND AND THAT CAN BE, YOU KNOW,
MOLDED AND NEEDS A FRAMEWORK.

[CAPTIONING WILL END AT 5:30 P.M.]

>> I THIS THINK THAT'S A GREAT COMMENT.

THE FIRST IS THE FUNNEL, AND THEN STAFF ALREADY HAD SOME
THINGS LAID OUT LIKE YOU MENTIONED, YOU KNOW, WE HAVE THINGS
LIKE UTILITIES OR CODE AMENDMENTS AND THINGS LIKE THAT, SO
LIKE DAVID AND -- ARE WORKING THROUGH THAT ON A DAILY BASIS.
I THINK LIKE DAVID SAID WE HAVE OVER 200 STAFF ACTUALLY WORKED
IN THE PROGRESS AND DOZENS OF CAP METRO PEOPLE AND OF
COURSE THE WHOLE ATP TEAM AND THE CONSULTANTS.
WE ARE PUTTING HUNDREDS OF HUMAN HOURS INTO THIS BY THE
WEEK.

SO REST ASSURES THE STAFF IS ACTUALLY ALL COORDINATING AND
GOING THROUGH THAT.

DO WE HAVE THE MASTERPIECE PLAYED OUT, NO, BUT WE ARE
WORKING THROUGH THIS AND WANT TO GET THROUGH THE FUNNEL
PROCESS FIRST AND THIS IS THE NEXT DERIVATIVE.

AGAIN I WOULD CAUTION AND I KNOW YOU DIDN'T MEAN THIS WORD
THE WAY I SUGGESTED IS, WE REALLY HAVE TO PULL THIS BACK IDEA
IS IT IS A PROJECT UNTIL WE HAVE A PROJECT WITHIN A PROGRAM.

I WILL PROBABLY TRY TO EMPHASIZE THAT EVERY MEETING, IT IS
BEYOND CRUCIAL WE SEPARATE PROJECTS AND PROGRAM.

BECAUSE INDIVIDUAL PROJECTS WILL HAVE A PROCESS WITH THE
FEDERAL GOVERNMENT THAT WE HAVE TO GO THROUGH AND A
RECORD OF DECISION IS ONE OF THAT COMPONENT TO A FUNDING
GRANT AGREEMENT.

THE PROGRAM HAS TO TAKE ALL OF THE INPUTS FROM ALL OF THE
PROJECTS PLUS THE FINANCIAL ANALYSIS AND THE RISK ANALYSIS
AND PUT IN HOW WE ARE GOING TO DELIVER THE PROJECTS.

SO IT IS KIND OF CIRCULAR IN SOME WAYS AND I KNOW YOU MEANT IT
THAT WAY BUT THE I WANTED TO THE LARGER AUDIENCE TO GIVE
DIFFERENT WORDING TO IT.

I THINK YOU ARE RIGHT, THE STAFF WANTS THE NEXT -- SPECIFICALLY
I THINK WE WANT TO CONCENTRATE ON THE LIGHT RAIL PARKS PARTS
OF THE PROGRAM BECAUSE THEY ARE THE LARGEST PIECE, THE

MOST DISRUPTIVE PIECE AND THE MOSTLY DRIVEN PIECE OF THE WHOLE PROGRAM AND NOW IT IS GETTING INTO THE FLOWCHART THAT SAYS THIS IMPACTS THIS WHICH IMPACTS THIS. A GOOD EXAMPLE IS WE NEED TO DO A PUBLIC HEARING, WHEN WE DO THE DRAFT EIS, RIGHT? AND THERE IS A REVIEW PERIOD AND WE WANT THE REVIEW PERIOD, I BELIEVE IT IS 45 DAYS, I COULD BE, YOU KNOW, KICKED UNDER THE TABLE, I AM PRETTY SURE IT IS 45 DAYS. THE PUBLIC HEARING WE WANT TO BE INVOLVED IN THAT 45 DAYS, SO WE NEED TO FIGURE OUT HOW TO LAY THAT OUT IN EITHER JULY OR AUGUST TO GET TO OCTOBER DECISION MAKING. WE DON'T THINK IT IS APPROPRIATE WE TAKE IT TO THE THREE LEADERSHIP BOARDS DECISION MAKING BEFORE THE PUBLIC HEARING BECAUSE WE WANT TO GET THE FINAL PUBLIC HEARING. WITH THAT SAID WE HAVE TO WORK THROUGH ALL OF THE TOPICS TO THEN ALLOW US TO HAVE A GOOD PUBLIC HEARING SO THEN AT THE END OF THE PUBLIC HEARING WE KIND OF GET TO WRAPPING UP THE PROCESS. SO IF WE CAN RESOLVE SOME OF THE DESIGN ISSUES AND WHEN I SAY RESOLVE, AT LEAST GET CONSENSUS ON HOW TO MOVE THE PROCESS FORWARD, BECAUSE EVEN AFTER 30 PERCENT, A GOOD EXAMPLE IS SAY WE DO A DESIGN BUILD AND THROW IT OUT THERE, THE DESIGN OF 30 PERCENT WILL CHANGE BETWEEN 30 AND 100, IT IS NOT -- IT DOESN'T MEAN GOING BACKWARDS THOUGH AND WASTING TIME AND MONEY. IT MEANS EVOLVING THE DESIGN. AND SO WE MAY SAY HEY, HEY THAT POWER MOVES HERE AND THIS CONFLICT IS HERE. THAT ACTUALLY IS A NATURAL PART OF THE PROCESS, BUT THE BIGGEST DRIVERS ARE THESE TEN, AND WE WILL DO ANOTHER -- I THINK TO THE MAYOR'S POINT, ARE THERE MORE? CLEARLY THERE ARE MORE TOPICS, BUT WHAT WE REALLY WANT TO CON CAN 7 TRAIT THE BEST WE CAN IS THE BIG TOPICS, THE ONES THAT DRIVE DECISION MAKING, THE THINGS THAT INVOLVE A MILLION, THREE, \$4 MILLION WON'T ACTUALLY DRIVE DECISION MAKING ON THE PROGRAM. WHEN WE ARE IN PEAK CONSTRUCTION WE MAY BE SPENDING \$3 MILLION A DAY, \$4 MILLION A DAY, SO WE NEED TO GET TALKING ABOUT THE HUNDREDS OF MILLIONS TO THE BILLIONS OF DOLLARS BECAUSE THOSE ACTUALLY, TERRY, YOU ARE SAYING THE INTERDEPENDENCY OF THOSE FLOW INTO THE WHOLE PROGRAM. [CAPTIONING ENDS AT 5:30 P.M.]