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**JUNE 16, 2021**

### **AUSTIN TRANSIT PARTNERSHIP BOARD MEETING**

>> GOOD AFTERNOON, EVERYONE. WELCOME TO THE LIVE MEETING. EVERYBODY IS HERE IN PERSON THIS TIME FOR THE AUSTIN TRANSIT PARTNERSHIP. MY NAME IS VERONICA CASTRO DE BARRERA. THANK YOU FOR HAVING US, EXECUTIVE DIRECTOR RANDY CLARKE. TODAY IS WEDNESDAY, JUNE 16, I'M CALLING THIS MEETING TO ORDER. THE TIME IS 2:15.

WE HAVE OUR FIRST SPEAKER FOR TODAY. I DON'T KNOW IF MS. SANOVIA JOSEPH IS AVAILABLE.

CAN WE HEAR HER?

>> I CAN HEAR AN ECHO.

>> THANK YOU FOR YOUR PATIENCE, MS. SANOVIA. YOU HAVE THREE MINUTES.

>> I HEAR AN ECHO ON THIS END. ARE YOU WANTING ME TO SPEAK NOW?

>> YES, WE CAN HEAR YOU FINE.

>> OKAY. THANK YOU, MADAM CHAIR, BOARD MEMBERS.

I'M SANOVIA JOSEPH.

MY COMMENTS ARE SPECIFICALLY RELATED TO YOUR DISCUSSION ITEM ABOUT THE ORANGE LINE ALIGNMENT REVIEW. I JUST WANTED TO CALL TO YOUR ATTENTION THAT THE LANGUAGE IN THE BOARD PACKET ON PAGE 61, IT TALKS ABOUT THE METRO -- ENHANCED METRO RAPID FOR THE TRANSIT CENTER.

I THINK IT'S DISINGENUOUS FOR THE LANGUAGE TO SPECIFY THAT THE INITIAL INVESTMENT BEGINS AND ENDS AT THE TRANSIT CENTER BECAUSE AS YOU ARE AWARE, THAT IS TXDOT'S RIGHTAWAY, AND WHILE THEY'RE A COOPERATING AGENCY, WHEN CAPITAL METRO APPROVED THE LONG-RANGE VISION MAP FOR PROJECT CONNECT ON DECEMBER 17, 2018, IT WAS SOUTH OF U.S. 183 BECAUSE THEY DON'T OWN THE RIGHT-OF-WAY. I WANT YOU TO UNDERSTAND THAT JUST LIKE THE CITY OF AUSTIN AND CAPITAL METRO DON'T OWN THE AREA IN THE PARK SPACE FOR PUBLIC SQUARE AND BRUSH SQUARE AND THEY NEEDED A BILL TO PASS IN ORDER TO GET APPROVAL FOR THAT SPACE, THEY DON'T OWN THE RIGHT-OF-WAY NORTH OF U.S. 183. SO IN MY OPINION, THAT'S COOKING THE BOOKS. WHAT I WANT YOU TO UNDERSTAND IS THAT HOUSE BILL 3893 DIDN'T PASS AND IN LARGE PART, I HAVE THE REPUBLICAN SENATORS TO THANK, PAXTON, FINANCE CHAIR NELSON, EDUCATION CHAIR TAYLOR, AND MANY REPUBLICAN SENATORS, THEIR STAFFERS ACTUALLY LOOKED AT CAPITAL METRO'S SYSTEM MAP AND IT

DIDN'T TAKE THEM LONG TO UNDERSTAND THAT IT'S DISCRIMINATORY. IT'S 60 MINUTES FOR BLACKS. IT'S 6 MINUTES SOUTH. THAT MEANS BLACK PEOPLE WAIT TEN TIMES LONGER FOR THE BUS. I WANT TO CALL YOUR ATTENTION NORTH OF U.S. 183. TONIGHT IS THE SOCCER GAME. THE AREA AT BREAKER AND BURNETTE, ALL THE WAY TO GREAT HILLS, IS WHERE ROUTE 392 OPERATES.

THAT'S REPRESENTATIVE GINA HANAHOSA'S AREA. I WANT YOU TO KNOW I MET WITH RANDY CLARKE ON MARCH 20, 2018, AND TOLD HIM ABOUT THAT ROUTE. BUT HE IGNORED US. BUT TODAY AND EVERY TIME THERE'S A SOCCER GAME, THE BUS WILL RUN EVERY 20 MINUTES.

PEOPLE TRYING TO GET TO WORK, THE MINORITIES, IT'S 45 MINUTES PLUS A 30-MINUTE TRANSFER TO GO TWO MILES. SO PLEASE STOP WITH THE EQUITY RHETORIC. WE KNOW THE PAINS, THE DISPARATE IMPACTS WERE ACKNOWLEDGED IN 2019 AND I WOULD ASK THE BOARD TO RECOGNIZE IT AS WELL. LASTLY I WANT TO CALL YOUR ATTENTION TO THE NEED TO RESTORE THE SERVICE THAT WAS SUPPOSED TO BE IN PROJECT CONNECT FOR PARMA LANE.

IT IS A SIGNIFICANT CORRIDOR, STATED IN THE BOARD MEETING LAST MONDAY BETWEEN SAMSUNG AND APPLE. THE ALTERNATIVE CONNECT STUDY. I HEAR THE BEEPER. I REALIZE MY TIME IS EXPIRED. I JUST WANT TO YOU RECOGNIZE THE BUS NEEDS TO GO THERE AND THE PICKUP IS NOT THE LEAST DISCRIMINATORY ALTERNATIVE. IF YOU HAVE ANY QUESTIONS, I'D GLADLY ANSWER THEM AND APPRECIATE BEING ABLE TO MAKE REMOTE COMMENTS.

>> THANK YOU SO MUCH, MS. JOSEPH.

>> YOU'RE WELCOME.

>> I APPRECIATE YOU SPEAKING ON BEHALF OF THIS IMPORTANT ISSUE.

WE DON'T HAVE ANY MORE SPEAKERS, CORRECT?

THIS IS OUR ONLY SPEAKER SIGNED UP TODAY?

OKAY. OUR FIRST DISCUSSION ITEM TODAY IS A MONTHLY UPDATE ON COMMUNITY ENGAGEMENT AND INVOLVEMENT FROM MS. JACKIE AMBER.

WELCOME, JACKIE.

>> GOOD AFTERNOON, MADAM CHAIR, BOARD MEMBERS, CEO CLARKE, AND ASSISTANT CITY MANAGER.

MY NAME IS JACKIE, DIRECTOR OF COMMUNITY ENGAGEMENT FOR THE AUSTIN TRANSIT PARTNERSHIP, AND IT'S MY PLEASURE TO GIVE YOU OUR MONTHLY UPDATE ON COMMUNITY ENGAGEMENT. NEXT SLIDE, PLEASE. SO WE HAVE BEEN BUSY.

OUR LAST ROUND OF PUBLIC MEETINGS TOOK PLACE IN LATE APRIL, BUT THE VIRTUAL VERSION OF THAT, THE SELF-GUIDED VERSION OF THAT, JUST WRAPPED UP MAY 21ST, AND YOU CAN SEE THE STATISTICS THERE OF OUR PARTICIPATION. WE ALSO HAD A COMMUNITY ADVISORY COMMITTEE MEETING ON MAY 26TH. PROJECT CONNECT AMBASSADOR NETWORK MEETING ON MAY 27TH. AND WE KICKED OFF WHAT WAS REALLY EXCITING AS OUR BLUE LINE AND ORANGE LINE WORKING GROUPS.

THIS IS THE OPPORTUNITY THAT COMMUNITY MEMBERS HAVE TO REALLY ROLL UP THEIR SLEEVES AND TALK TO OUR PROJECT TEAMS ABOUT THEIR NEIGHBORHOODS, ABOUT THEIR CONCERNS, ABOUT THEIR GOALS, AND WHAT

THEY WOULD LIKE TO KEEP IN THEIR NEIGHBORHOOD AND WANT US TO RESPECT IN THEIR NEIGHBORHOOD. SO WE HAD THOSE MEETINGS. WE DID THE BLUE LINE GROUP MEETINGS ON MAY 24TH, THE ORANGE LINE WORKING GROUPS TOOK PLACE LAST WEEK. NEXT SLIDE, PLEASE. AND I THOUGHT IT WOULD BE INTERESTING TO TELL YOU A FEW THINGS THAT WE HEARD IN THOSE WORKING GROUP MEETINGS. SO ONE OF THE THINGS WE ASKED THEM AT THE VERY BEGINNING WAS WHAT DO YOU LOVE ABOUT YOUR COMMUNITY?

THAT MAY SEEM LIKE A REALLY BROAD QUESTION, BUT ASKING A QUESTION LIKE THAT GETS PEOPLE TALKING ABOUT WHAT'S IMPORTANT TO THEM, AND THAT'S WHAT WE NEED TO HEAR SO THAT WE CO-CREATE A SYSTEM THAT WORKS FOR EVERYONE. SO ONE OF THE THINGS WE HEARD WAS, I LOVE THE PARKS AND OPEN SPACE, ALL OF RETAIL ACTIVITY SHOULD BE AT THE STREET LEVEL TO CREATE VIBRANCY AND MAKE THE CITY COME ALIVE THROUGH ITS NATURAL AMENITIES.

WE ALSO ASKED THEM WHAT IMPROVEMENTS ARE NEEDED AROUND STATIONS TO MAKE GETTING TO AND FROM THOSE STATIONS SAFE AND CONVENIENT?

PEDESTRIAN AND CYCLING INFRASTRUCTURE WAS ONE EXAMPLE. ANOTHER WAS PARKING. NEXT SLIDE, PLEASE. WHAT FEATURES DO YOU ENVISION WHEN IMAGINING YOUR EXPERIENCE AT A STATION?

SOME PEOPLE SAID NICE ARCHITECTURE, SHADE, BENCHES, TREES, IDEALLY A SCREEN THAT DISPLAYS WHEN TRAINS ALIVE RATHER THAN ANNOYING ANNOUNCEMENTS ON THE LOUD SPEAKER (LAUGHS). PLEASE SHARE ANY

ADDITIONAL COMMENTS AND QUESTIONS, AND THAT'S WHERE WE HEARD LOTS OF INTERESTING THINGS.

ONE THING WE HEARD WAS VARIOUS MOCKUPS HAVE BEEN SHOWN FOR THE AIRPORT STATION, TEEING IT TO THE TERMINAL, HOWEVER, DESIGNING OF THE STATION SO IT RUNS ALONGSIDE THE TERMINAL WOULD BE BETTER TO ACCOMMODATE POTENTIAL AND FUTURE EXTENSIONS OF THE BLUE LINE FURTHER EAST. SO THAT'S JUST SOME OF THE EXAMPLES. THIS KIND OF RICH DATA IS THE KIND OF OPPORTUNITY THAT WE HAVE WITH THESE WORKING GROUPS TO REALLY UNDERSTAND WHAT'S IMPORTANT TO PEOPLE. AND THAT'S GOING TO HELP US CREATE THE SYSTEM THAT WORKS FOR EVERYONE. NEXT SLIDE, PLEASE. SO OUR UPCOMING ACTIVITIES, WE HAVE OUR NEXT ROUND OF COMMUNITY CONVERSATIONS, OUR COMMUNITY MEETINGS, PLANNED FOR JULY 26TH THROUGH THE 31ST. THIS WILL BE OUR 15% DESIGN MARK.

THAT'S EARLY DESIGN, BUT IT'S A SIGNIFICANT MILESTONE IN THE PROCESS. SO WE'RE GOING TO BE HOLDING SIX VIRTUAL MEETINGS, AND OUR FIRST IN-PERSON OPEN HOUSE MEETING IN OVER A YEAR, SO WE'RE REALLY EXCITED ABOUT THAT.

WE'RE GOING TO HOLD THAT AT THE CENTRAL LIBRARY. AND THEN WE'RE GOING TO HAVE, OF COURSE, A SELF-GUIDED VIRTUAL VERSION OF THAT THAT WILL GO LIVE JULY 26TH AND WILL BE LIVE THROUGH AUGUST. WE'LL ALSO HAVE OUR NEXT COMMUNITY ADVISORY COMMITTEE MEETING ON JUNE 30TH AND OUR PROJECT CONNECT AMBASSADOR NETWORK MEETINGS WILL BE JUNE 23RD AND JULY 22ND. NEXT SLIDE, PLEASE. AND THAT'S ALL I HAVE FOR

YOU. DO YOU HAVE ANY QUESTIONS?

>> THANK YOU, DO WE HAVE ANY QUESTIONS FROM THE BOARD?

NO?

I DO WANT TO MENTION SOMETHING REGARDING ONE OF THE COMMENTS THAT I THINK IS SALIENT AND FOR THE PUBLIC TO KNOW THAT WE HAVE A REASON FOR THOSE LOUD SPEAKERS TO ANNOUNCE THE NEXT TRAIN COMING, BUT IT'S AN ACCESSIBILITY REQUIREMENT THAT WE NEED TO INDICATE FOR THE VISUALLY IMPAIRED WHEN THE NEXT TRAIN IS COMING. SO MAYBE WE CAN JUST COME UP WITH A CREATIVE ONE FOR THAT ONE. BUT THANK YOU SO MUCH.

>> THANK YOU, CHAIR.

>> FOR YOUR WORK.

>> THANK YOU, JACKIE. AND NEXT WE HAVE OUR SECOND DISCUSSION ITEM IS OUR MONTHLY PROJECT CONNECT TECHNICAL UPDATE FROM MR. DAVID COUCH.

>> THANK YOU. GOOD AFTERNOON, MADAM CHAIR, BOARD MEMBERS. WHAT I'D LIKE TO DO IS GO AHEAD AND GIVE YOU AN UPDATE ON HOW WE'VE BEEN PROGRESSING ON OVERALL PROJECT CONNECT. FIRST PORTION DEALS WITH WHAT WE'RE DOING ON THE RED LINE. WE CURRENTLY HAVE GOT WORK UNDER WAY TO FINISH UP THE COORDINATION ON THE MCCULLOUGH STATION.

ON BROADMORE, ONGOING COORDINATION FOR SOME OF THE DRAINAGE AND GETTING READY TO START THE CONSTRUCTION PROCESS.

WE'RE WORKING WITH THE TRAIL FOUNDATION TO GO AHEAD AND BE ABLE TO

INTERRELATE THAT WITH THE STATION. LAKELAND, SECOND TRACK, THAT IS NOW IN THE PROCESS OF RECEIVING PROPOSALS. PARK AND RIDES ARE SOMETHING WE'RE GOING TO TAKE ON NEXT.

WE'VE GOT A LIST OF THE DIFFERENT LOCATIONS AND WILL START TO GO THROUGH THOSE FROM A TECHNICAL STANDPOINT AND IN THE ENVIRONMENTAL PROCESS OVER THE NEXT FEW MONTHS. NEIGHBORHOOD CIRCULATORS, THERE'S THREE OF THOSE INCLUDED IN PROJECT CONNECT. THE FIRST OF THE THREE ZONES IS SCHEDULED TO ROLL OUT. ACTUALLY, IT ROLLED OUT THIS WEEK. SO WE'VE GOT THAT ONE UNDER WAY AND WE'RE PLANNING FOR THE OTHERS. SPECIFICALLY ON METRO RAPID, THIS IS KIND OF THE PUNCHLINE. IT'S THE BIG ONE, THE FIRST BULLET.

WE WERE FORTUNATE ENOUGH TO BE ABLE TO GET INTO THE PRESIDENT'S BUDGET FOR EXPO AND PLEASANT VALLEY. SO THERE'S A COMBINED TOTAL IN THE PRESIDENT'S BUDGET FOR THOSE TWO PROJECTS, WHICH IS 50% OF THE COST OF THE PROJECT OF SOME \$36 MILLION. SO THAT'S REALLY THE FIRST PIECE THAT WE'VE GOT. AND THAT'S THE BIG PORTION THAT WE HAVE FOR THOSE TWO LINES. WE'VE NOW GOT A PROJECT MANAGEMENT OVERSIGHT CONTRACTOR ASSIGNED TO US FROM FTA. THEY'LL WORK WITH US AS WE GO THROUGH THE REST OF THE PROCESS TO GET TO THE POINT THAT WE WILL GET THE GRANT AGREEMENT FOR THE FUNDING. WE'RE AT 30% DESIGN AND WE'VE ALSO COMPLETED THE ENVIRONMENTAL PROCESS. AND WE'RE GETTING READY TO GO AHEAD AND MOVE FORWARD INTO THE 100% DESIGN. WE CONTINUE TO HAVE GREAT COORDINATION WITH THE CITY AS WE GO AHEAD AND MOVE FORWARD WITH THE LOCATION OF THE BUS



STOPS AND ALL THE TRANSIT PRIORITY TREATMENT WE'RE GOING TO GO AHEAD AND HAVE.

THE GOLD LINE AND EXTENSIONS THAT ARE THERE IN SOUTH LAMAR INTO OAK HILL, THOSE ARE ONES THAT WE'LL START TO DEVELOP. WE'RE LOOKING AT DEVELOPING AND COMING UP WITH A 30% DESIGN SCOPE, AND THAT WILL GO OUT SHORTLY. SPECIFICALLY ON THE BLUE AND ORANGE LINE, WE'VE GOT THE 15% DRAFT DESIGN IN. WE'VE CIRCULATED THAT FOR COMMENTS. AND WE'RE IN THE PROCESS OF FINALIZING THOSE COMMENTS THAT WILL LET US WRAP UP AND HAVE AN APPROVED 15% DESIGN.

WE'VE GOT THE SURVEY COMPLETED FOR THE BORINGS AND 7 OF 10 OF THE ONES THAT ARE NECESSARY FOR THE TUNNEL.

WE'VE STARTED THE ARCHEOLOGICAL WORK, AND WE CONTINUE, AGAIN, TO CONTINUE WITH OUR PARTNERS IN WORKING FORWARD WITH THE ROADWAY, THE PEDESTRIAN, AND ALL THE OTHER PARTS AS WE GO THROUGH THE DEVELOPMENT PROCESS. WE ALSO HAVE GONE ON THE ENVIRONMENTAL PART AND TAKEN THE FIRST STEP THAT'S THERE. WE'VE GONE AHEAD AND FTA HAS PUBLISHED WHAT'S CALLED A NOTICE OF INTENT. A NOTICE OF INTENT NOTIFIES THAT THERE WILL BE AN ENVIRONMENTAL PROCESS THAT GOES ON. IT'S PUBLISHED IN THE FEDERAL REGISTER, SO IT OFFICIALLY KICKS THAT PART OFF.

WE ALSO SUBMITTED A LETTER FOR ENTRY INTO PROJECT DEVELOPMENT. THAT'S THE FIRST STEP IN THE FUNDING PROCESS WHERE WE SUBMITTED THAT LAST WEEK.

WE'VE GOT SOME COMMENTS BACK.

ACTUALLY, THEY CAME THIS MORNING.

WE'RE GETTING READY TO RESPOND TO THOSE SO THAT WE CAN OFFICIALLY GET INTO THAT PROJECT DEVELOPMENT PORTION WHICH LETS US START TO ACCUMULATE COSTS THAT CAN LATER BE USED FOR THE LOCAL MATCH.

THAT'S THE FIRST PART IN THE FEDERAL PROCESS UNDER CIG. A LITTLE BIT OF DETAIL WITH THE ENVIRONMENTAL IMPACT STATEMENT. THERE ARE A TOTAL OF SEVEN CHAPTERS, AND WE'VE STARTED TO DRAFT THE FIRST TWO, THE INTRODUCTION, THE DESCRIPTION, AND PURPOSE AND NEED IS THE FIRST LEAD-IN CHAPTER AT THE VERY BEGINNING. AND THEN WE'LL GO INTO THE ALTERNATIVES CONSIDERED, WHICH REALLY GOES BACK TO A LOT OF THE THINGS WE DID LAST YEAR TO GO AHEAD AND GET TO THE LOCALLY PREFERRED ALTERNATIVES. WITH THAT, THAT CONCLUDES THE MONTHLY UPDATE. I'D BE GLAD TO TAKE ANY QUESTIONS.

>> THANK YOU, MR. COUCH. DO WE HAVE ANY QUESTIONS?

NO?

WELL, FIRST OFF, CONGRATULATIONS ON GETTING THAT MATCHING FUND OF BEING ON THE BUDGET OF THE PRESIDENT'S BUDGET FOR METRO RAPID. I KNOW IT'S BEEN A LONG AND ARDUOUS PROCESS.

>> CONGRATULATIONS TO ALL OF US THAT WE GET TO THAT FIRST STEP. WE'VE GOT A GREAT TEAM AND A GREAT BOARD, AND I THINK THAT WE'RE GOING TO HAVE FUN AS WE MOVE THE PROGRAM FORWARD. I'M REALLY LOOKING TO IT.

>> THANK YOU.

>> MY RECOLLECTION IS THAT THERE ARE OFTENTIMES A LOT OF THINGS IN

THE PRESIDENT'S BUDGET THAT DON'T SHOW UP IN WHAT EVENTUALLY HAPPENS.

HOW PREDICTIVE IS THIS THAT THIS PROJECT IS IN THE PRESIDENT'S BUDGET?

>> I THINK WITH THE RATING THAT WE GOT AND WHAT'S IN THERE AND THE FACT THAT IT IS ONE OF THE FEW SMALL STARTS THAT ARE IN THERE, I THINK WE'RE GOING TO BE IN VERY GOOD SHAPE. NOTHING IS EVER GUARANTEED, AS YOU KNOW.

WE'RE GOING TO GO FORWARD WITH IT. BUT I BELIEVE WE'RE GOING TO HAVE GOOD SUCCESS WITH IT.

>> THANK YOU.

>> AND YOU MENTIONED THIS IS 50% OF THE BUDGET THAT COST FOR THOSE TWO ALIGNMENTS.

>> YEAH, THE RATIO THAT'S THERE ON SMALL STARTS, WHICH ARE PROJECTS UNDER \$300 MILLION IS NORMALLY A 50% SHARE. SO THAT'S WHAT WE GET FROM EACH ONE OF THOSE FOR EXPO AND FOR PLEASANT VALLEY. IT'S ABOUT 17 ON ONE AND 16 ON THE OTHER ONE.

>> WELL, THANK YOU SO MUCH. ANY FURTHER COMMENTS OR QUESTIONS FOR MR. COUCH?

YES.

>> YES. RELATED TO THAT, SOME OF OUR OTHER PROJECTS, WOULD THEY ULTIMATELY BE ELIGIBLE FOR THAT SAME LEVEL OF MATCH, LIKE THE PARK AND RIDES, SOUTH LAMAR, OAK HILL, THE OTHER METRO RAPID LINES?

>> WE'RE GOING TO DO THE ANALYSIS, SEE HOW THAT WOULD FARE. THE

GOLD LINE WILL NOT BE GOING FORWARD AS THE FEDERAL PROJECT. IT WOULD BE ANTICIPATED TO BE LOCALLY FUNDED BECAUSE OVER TIME, WITH THE INTENTION OF CONVERTING THAT OVER TO LIGHTRAIL, IF YOU DON'T USE THE FEDERAL CONTRIBUTION AND ASSETS TO THE END OF THEIR USEFUL LIFE, THEY'RE GOING TO BE LOOKING TO GET MONEY BACK. SO IT'S THE STARTING POINT FOR THAT ONE. AND YES, WE CAN PURSUE A WHOLE SERIES OF DIFFERENT FUNDING ALTERNATIVES, WHETHER IT'S PARK AND RIDES OR ANY OF THE OTHER SECTIONS.

>> THANK YOU. APPRECIATE IT.

>> THANK YOU.

BOARD MEMBER ELKINS?

>> THANKS, DAVE. JUST A QUICK QUESTION ABOUT THE BORINGS THAT YOU'VE DONE AND THE SURVEYS, WHERE YOU ARE ON THE DESIGN. ANY SURPRISES, ANYTHING THAT HAVE COME UP THAT CAUSED SOME CONCERN?

>> THE SURVEY HASN'T FOUND ANYTHING SUPER MAJOR.

WE FOUND A COUPLE OF LOCATIONS WHERE THERE'S SOME INTRUSION ON THE RIGHT-OF-WAY THAT HAS BEEN BUILT OVER TIME THAT WE'LL FIND OUR WAY TO WORK THROUGH THAT WITH THE CITY. BUT THERE REALLY IS NOTHING THAT WAS WAY OUT OF NORMAL. THE GEOTECH, THE BORINGS ARE LOOKING GOOD. AND WE WANT TO FINISH THE DEEP LANDS FOR THE TUNNEL SO WE MAKE SURE WE HAVE THAT GOOD SECTION AND KNOW EXACTLY WHERE THE ROCK STARTS AND WE CAN GET DEEP ENOUGH.

>> THANK YOU.

>> YES.

>> RELATED TO THAT, MY UNDERSTANDING THAT NEXT MONTH WE'RE GOING TO HAVE THE UPDATE ON KIND OF THAT FLYOVER OR RUN-THROUGH OF THAT SEGMENT THAT WOULD INCLUDE THE TUNNEL IS POTENTIALLY GOING TO LOOK LIKE OR WHERE WE ARE AT THIS INITIAL, I GUESS, BRAINSTORMING OR FLYOVER, THIS KIND OF 15% LIKE WE'RE DOING TODAY.

>> WHAT YOU'RE GOING TO HEAR TODAY FROM PETER AND JOHN IS THE RUN-THROUGH, THE ORANGE LINE, JUST LIKE YOU GOT THE RUN-THROUGH OF THE BLUE LINE PREVIOUSLY AND NEXT IS THE STATIONS, NEXT IS THE TUNNEL.

>> OKAY, GREAT.

THANK YOU, DAVE.

>> IF THERE ARE NO FURTHER COMMENTS OR QUESTIONS, OKAY, SO THANK YOU SO MUCH, MR. COUCH.

>> YOU'RE WELCOME.

>> SO NOW WE'RE GOING TO HAVE THE ADMINISTRATIVE UPDATE FROM MS. JULIANA HARRIS.

NO, I BELIEVE FIRST MR. CANALY. NO, GO AHEAD. WELCOME, MS. HARRIS.

>> THANK YOU. GOOD AFTERNOON, MADAM CHAIR, BOARD MEMBERS. SINCE LAST MONTH, WITH THE NEW EIGHT ADDITIONAL TEAM MEMBERS, WE HAVE ACTUALLY ADDED 96 YEARS OF EXPERIENCE IN THE AREAS OF GOVERNMENT, NONPROFIT, PRIVATE SECTOR, PROFESSIONAL EXPERIENCE. AND IN THE SMALLER LOWER AREA THERE, THE PUBLIC TRANSIT EXPERIENCE, WE HAVE ADDED AN ADDITIONAL 49 YEARS OF EXPERIENCE. AS YOU SEE ON THE MAP, WE ARE EMPLOYING PEOPLE FROM ACROSS THE COUNTRY. THESE ARE

SOME OF OUR NEW HIRES. YOU WILL SEE THEIR ROLES ACROSS. AGAIN, A DIVERSE TEAM OF PEOPLE. AND WE HAVE SOME STARTING ON -- YOU HAVE JUNE 14TH. WE HAVE JULY 6TH, JULY 12TH WITH PEOPLE BEING ONBOARDED, AND THEN WE HAVE MR. CARR COMING ON ON JUNE 21ST AND MS. COTE, WHO IS FROM CAPITAL METRO. THEN WE HAVE MS. HAMILTON, WHO IS COMING ON IN A TEMPORARY CAPACITY AND WILL BE WORKING ON A PROJECT WITH THE PROCUREMENT DEPARTMENT, AND SHE IS RETIRED FROM DART. AND THAT CONCLUDES MY UPDATE. ANY QUESTIONS?

>> THANK YOU, MS. HARRIS.

DO WE HAVE ANY QUESTIONS?

>> OKAY, GREAT. THANK YOU.

>> GREAT JOB.

>> SIR?

>> (OFF MIC).

>> YES, SIR. THAT'S AN UNDERSTATEMENT. THANK YOU.

>> THANK YOU SO MUCH. AND NOW WE HAVE MR. GREG CANALY.

>> GOOD AFTERNOON, CHAIR, ATP BOARD, DIRECTOR CLARKE. WE'RE REALLY HAPPY THAT JULIANA IS BUSY.

YOU CAN SEE THE RELIEF FROM OUR SHOULDERS AS WE BRING ON NEW TEAM MEMBERS.

WE'RE HERE TODAY REAL QUICK TO DO AN UPDATE ON THE BUDGET ASSUMPTIONS AS WE MOVE INTO THE BUDGET SCHEDULE. I WANT TO INTRODUCE VICKY, OUR DIRECTOR OF PROCUREMENT. I WANT HER TO INTRODUCE HERSELF AND TALK ABOUT A MAJOR EFFORT SHE'S WORKING ON

TO BRING BACK IN THE NEXT COUPLE MONTHS.

>> THANK YOU, WELCOME, MS. REDRICK. I HOPE I PRONOUNCED IT CORRECTLY.

>> THANK YOU. GOOD AFTERNOON. I AM VICKY REDRICK, PROCUREMENT DIRECTOR FOR ATP. ONE OF THE MAJOR INITIATIVES THAT WE'RE WORKING ON IS TO PUT TOGETHER A PROCUREMENT MANUAL, WHICH I AM LOOKING FORWARD TO BRINGING BACK TO YOU FOR APPROVAL FOR THE AUGUST BOARD. SO THAT'S THE MAJOR INITIATIVE THAT WE'RE WORKING ON NOW. I'M HAPPY TO BE HERE, AND THANK YOU SO MUCH.

>> WELCOME, THANK YOU.

>> THANK YOU, VICKY. AND NOW I'D LOVE TO INTRODUCE DIANE SYLER, AND SHE'S GOING TO WALK THROUGH SLIDES ABOUT OUR BUDGET ASSUMPTIONS AS WE MOVE INTO KIND OF THE CORE OF THE FISCAL '22 PLANNING.

DIANE HAS A WEALTH OF EXPERIENCE DEALING WITH VERY LARGE BUDGETS AND WORKING WITH EVERYONE IN OUR ORGANIZATION TO BRING BUDGETS IN FRONT OF THE BOARD.

>> WELCOME. THANK YOU.

>> THANK YOU. SO AS GREG SAID, I'M DIANE SYLER, YOUR BUDGET DIRECTOR. AND TODAY I GET THE PLEASURE OF WALKING YOU THROUGH SOME OF THE HIGHER-LEVEL BUDGET ELEMENTS THAT WILL BE HELPING US TO FRAME NEXT YEAR'S BUDGET. SO THIS GRAPHIC ILLUSTRATES THE FUNDING MODEL FOR ATP AT THE HIGHEST LEVEL.

WE HAVE OUR THREE FUNDING SOURCES FROM THE CITY OF AUSTIN, CAPITAL METRO, AND THE FTA GRANTS. AND THOSE FUNDS WILL COME INTO ATP AND

WE'LL BE ABLE TO USE THEM TO OVERSEE AND FINANCE THE CONSTRUCTION AND IMPLEMENTATION OF OUR PROJECT CONNECT PROJECTS. NOT ONLY WILL WE BE ABLE TO FUND ITEMS ON A CASH BASIS, BUT WE'LL ALSO BE ABLE TO ISSUE REVENUE BONDS, WHICH WILL GIVE US THE ABILITY TO OFFSET THE GAP AND THE CONSTRUCTION COST AND THE REVENUE RECEIPTS. AND LIKEWISE, WE HAVE THE ABILITY TO REQUEST FEDERAL LOANS THROUGH THE TRANSPORTATION INFRASTRUCTURE, FINANCING, AND INNOVATION ACT, AKATIFIA. I THINK THAT WILL BE THE LAST TIME I SAY THAT. FINALLY, ONCE PROJECTS COME ONLINE, WE'LL FLOW FUNDS BACK TO CAPITAL METRO FOR THE MAINTENANCE AND OPERATIONS OF THOSE TRANSIT ENHANCEMENTS. LAST MONTH YOU WERE PRESENTED THIS BUDGET CALENDAR BY GREG, AND SO TODAY MY PRESENTATION TO YOU ON THE BUDGET AND FRAMEWORK WILL MARK THE SECOND ITEM IN OUR CHECKPOINT. OVER THE NEXT COUPLE OF MONTHS, STAFF WILL BE CONTINUING THE DEVELOPMENT AND THE COMPLETION OF THE PROPOSED BUDGET, WHICH WE WILL BE BRING TO YOU ON AUGUST 18TH. ALSO IN AUGUST, WE PLAN ON PRESENTING THE PROPOSED BUDGET TO THE FINANCE AND RISK ADVISORY COMMITTEE. AND THEN OUR PROCESS WILL CULMINATE ON SEPTEMBER 15TH WHEN YOU'LL BE ASKED TO APPROVE OUR OPERATING AND CAPITAL BUDGET, WHICH STARTS OCTOBER 1ST. SO AS I MENTIONED IN THE FIRST SLIDE, ATP HAS THREE FUNDING SOURCES. FOR THE PROPERTY TAX REVENUE, WE ARE MAINTAINING A GROWTH RATE OF THE 3.5% THAT WAS INCLUDED IN THE FINANCIAL MODEL AND ALSO THIS IS IN ALIGNMENT WITH THE CITY'S FORECAST. BUT AS WE MOVE FORWARD NOW AS WE DEVELOP OUR BUDGET



FURTHER, WE MAY HAVE TO MAKE SOME ADJUSTMENTS TO ACCOUNT FOR ANY CHANGES IN CITY ASSUMPTIONS.

FOR INSTANCE, IF THERE'S CHANGES TO THE PROPERTY TAX ROLL THAT WERE UNEXPECTED. FOR CAPITAL METRO, WE ARE INCLUDING IN THE BUDGET THE ASSUMPTIONS THAT WERE INCLUDED IN THE FINANCIAL MODEL, SO THAT'S IN ALIGNMENT. AND WE CONTINUE TO WORK WITH OUR FINANCIAL ADVISOR ON THE TIMING OF FEDERAL FUNDING. YOU HAVE ALREADY -- DAVE WAS ALREADY ABLE TO WALK YOU THROUGH TWO OF OUR MOST SIGNIFICANT HIGHLIGHTS OR MILESTONES, THAT BEING THAT THE TWO METRO RAPID, PLEASANT VALLEY AND EXPO LINES HAVE BEEN INCLUDED AT THE 50% MARK, WHICH IS VERY ENCOURAGING SINCE THAT IS ONE OF THE ASSUMPTIONS WE BUILT INTO OUR MODEL. THEN THE SECOND IS THAT WE DID OFFICIALLY REQUEST THAT THE ORANGE AND BLUE LINES BE ACCEPTED INTO PROJECT DEVELOPMENT. MOVING OVER TO EXPENDITURES, THE FIRST THING I DO WANT TO JUST HIGHLIGHT, ONCE AGAIN, IS THAT YESTERDAY MARKED OUR FIRST MAJOR MILESTONE IN PROJECT CONNECT WITH THE -- WITH OUR ON-DEMAND SERVICES IN THE NEIGHBORHOOD. IT'S EXCITING TO SEE THOSE PLANS ACTUALLY START COMING TO FRUITION.

AS WE PLAN FOR THE UPCOMING YEAR, WE'RE GOING TO BE LOOKING AT THE WORK INVOLVED IN ADVANCING OUR PROJECTS THROUGH THE ENGINEERING AND THE DESIGN PHASES.

AND WE'RE ALSO GOING TO BE CONTINUING OUR COMMUNITY ENGAGEMENT EFFORTS ON THE ORANGE AND BLUE LINES.

INCORPORATED INTO NEXT YEAR'S BUDGET WILL BE THE CONSTRUCTION AND

THE IMPLEMENTATION FOR THE EXPO AND THE PLEASANT VALLEY. IT WILL BE -- WE'LL ALSO BE BUYING BUSES AND STARTING THE ENHANCEMENTS ON THE RED LINE. AND FY22 IS GOING TO MARK THE BEGINNING OF OUR PROPERTY ACQUISITIONS. SO ON THIS FINAL SLIDE, THERE ARE JUST A COUPLE OF ITEMS THAT I WANT TO DRAW YOUR ATTENTION TO. AND THEY'RE SHORT-TERM AND LONG-TERM ISSUES. SO WE'RE GOING TO BE KEEPING AN EYE ON FEDERAL FUNDING.

FOR INSTANCE, THE INFRASTRUCTURE BILL IS CONTINUING TO BE DEBATED BACK AND FORTH BY THE REPUBLICANS AND THE DEMOCRATS.

I THINK THE LAST THING I SAW WAS THAT THE REPUBLICAN PLAN HAD \$98 BILLION FOR PUBLIC TRANSIT. WE ARE KEEPING AN EYE ON THE FTA CONTRIBUTION AMOUNTS SO WE CAN MAKE SURE THAT OUR ASSUMPTIONS AND MODELS ARE STILL SOUND. NATIONWIDE, CONSTRUCTION COSTS HAVE BEEN INCREASING, AND WE ARE MONITORING THAT. THAT IS NOT NECESSARILY A CONCERN FOR US YET BECAUSE WE ARE STILL A FEW YEARS OUT FROM ISSUING BIDS. HOWEVER, WE NEED TO KEEP AN EYE ON IT. BUT OF MORE CONCERN IS THE PROPERTY ACQUISITION COSTS BECAUSE OF THE RISING COSTS IN THE LOCAL AREA. AND THAT, AS I MENTIONED IN THE PREVIOUS SLIDE, WE ARE STARTING OUR BUYS FOR NEXT YEAR. AND THEN THE FINAL THING THAT WE'RE KEEPING AN EYE ON IS ANY CHANGES TO DESIGN, ANY CHANGES IN DESIGN DECISIONS CAN ROLL OUT AND HAVE BIG COST IMPLICATIONS IN THE FUTURE. SO THAT CONCLUDES MY PRESENTATION. ANY QUESTIONS?

>> THANK YOU, MS. SYLER. BOARD MEMBER ELKINS?

>> I WOULDN'T BE DOING MY JOB AS THE FINANCE GUY ON THE BOARD AND NOT ASKING A QUESTION.

(LAUGHTER)

ANYHOW, I'D LIKE TO CONGRATULATE YOU FOR BEING HERE.

IT'S GREAT YOU'RE ON BOARD.

I'M SURE WE'LL KEEP YOU BUSY AND IT'S GREAT TO HAVE YOU. I GUESS A COUPLE THINGS ON YOUR SLIDE 22 WHERE YOU TALK ABOUT HORIZON ISSUES, I AGREE WITH ALL OF THEM. SOME OTHER THINGS I THINK WE MAY WANT TO THINK ABOUT IS CONSTRUCTION SCHEDULE.

IT'S GOING TO HAVE A COST IMPLICATION, OF COURSE. INTEREST RATES.

THEN JUST BROADLY THE WHOLE CONCEPT OF DERISKING, YOU KNOW, THE MORE WE CAN DERISK THE PROGRAM OR TRANSFER THOSE RISKS TO THE RIGHT PARTY, THAT HOPEFULLY WILL HELP OUR COSTS.

ONE OF THE THINGS I THINK WOULD BE HELPFUL IS I KNOW WE'RE GOING TO HAVE A BUDGET UPDATE, WHICH IS IMPORTANT ONCE A YEAR.

BUT I THINK THAT BUDGET UPDATE SHOULD ALSO INCLUDE CAPEX COSTS AS WELL AS SCHEDULE SO WE SEE A HOLISTIC PROGRAM BUDGET UPDATE SO WE HAVE A SENSE OF WHERE ARE WE, THEN WE CAN GO BACK TO THE TAX RATE SO THAT WE DON'T GET SURPRISES. SO THOSE ARE THINGS THAT I THINK WOULD BE HELPFUL.

>> WONDERFUL.

>> ONE OTHER COMMENT, AND THIS IS KIND OF A BIT OUT THERE, BUT I LIKE TO THINK OF THINGS A LITTLE UNUSUAL. ON 18 WE TALK ABOUT THE THREE SOURCES OF FUNDING. CITY OF AUSTIN, CAPMETRO, AND FTA GRANTS.

I'D LIKE TO PLANT A SEED, THINK ABOUT IT, IS THERE A FOURTH BOX WHICH WOULD BE, PERHAPS, PRIVATE MONEY, CORPORATIONS.

WE HAVE A LOT OF COMPANIES MOVING INTO AUSTIN THAT COULD RECEIVE BENEFITS FROM TRANSIT. YOU KNOW, IF A LINE WAS EXTENDED. TO THINK ABOUT, YOU KNOW, HELPING TO DEFRAY SOME OF THE COST OF, YOU KNOW, PART B OF THE PROGRAM --

>> SURE.

>> -- AS WE THINK ABOUT THAT.

>> I THINK WE'VE ALREADY SET AN EXAMPLE WITH THE MCCULLOUGH STATION. SO WE'VE GOT THAT.

>> YEAH, I THINK YOU'VE SEEN IT IN CALIFORNIA AND OTHER PLACES LIKE THAT WHERE COMPANIES LIKE GOOGLE AND OTHER COMPANIES ARE HELPING TO PAY FOR TRANSIT AND MAYBE THERE'S A WAY DOWN THE ROAD THAT THAT COULD HELP DEFRAY SOME OF THE COSTS. SOMETHING TO THINK ABOUT.

>> ABSOLUTELY.

>> THANK YOU.

>> MADAM CHAIR?

>> DO WE ALREADY HAVE SOMETHING LIKE THAT WITH THE AGREEMENT WITH AUSTIN FC?

PERHAPS THAT ALREADY EXISTS?

>> SO NOT ATP CAPMETRO SIDE, THERE IS AN ARRANGEMENT BETWEEN CAPMETRO AND AUSTIN FC AND ALSO ONE FOR THE BROADMORE STATION. WE HAVE TWO STATIONS WORKING TOWARDS GROUNDBREAKINGS. I THINK,

BOARD MEMBER, TO YOUR POINT, WE JUST DIDN'T LIST THAT OUT YET. BUT UNDERNEATH ALL THIS WILL BE ARE THERE OPPORTUNITIES ESPECIALLY ON THE STATION DEVELOPMENT SIDE.

WE DON'T ENVISION ANYTHING ON THE ALIGNMENT SIDE, BUT AT A STATION DEVELOPMENT, WHAT DOES IT LOOK LIKE TO HAVE A STATION EMBEDDED MAYBE IN A TOWER DOWNTOWN?

HOW DO SOME OF THOSE COST SHARING POTENTIALLY WORK?

THERE'S A VARIETY OF TOOLS EVOLVED. KIND OF AFTER A 30% DESIGN AND ON ONCE WE HAVE THE BASELINE DONE AND KIND OF HAVE A BETTER SENSE OF WHAT DEVELOPMENT PROPERTIES OR PROPERTIES THAT HAVE DEVELOPMENT OPPORTUNITIES AROUND THOSE STATIONS. SO IT'S DEFINITELY IN THE BACK OF OUR MIND HOW THAT COULD BE.

>> SO MY QUESTION IS, WHEN WOULD IT BE A GOOD TIME FOR US TO START THINKING ABOUT THOSE P3 POTENTIALS?

>> I WOULD SAY WE HAVE TO BE A LITTLE CAREFUL WITH THE TERMINOLOGY I THINK OF P3 BECAUSE IT MEANS A LOT OF DIFFERENT THINGS TO A LOT OF DIFFERENT PEOPLE.

PURE P3, THE WAY WE DESCRIBE A TRUE PUBLIC PRIVATE PARTNER STATION, WE'RE ALREADY THINKING THROUGH THAT. WE'RE PROBABLY A YEAR, 18 MONTHS PROBABLY BEFORE WE CAN SEE HOW SOME OF THOSE COULD FRAME UP WITH THE STATION DESIGN.

WE'VE GOT TO GET THROUGH THE NEPA PROCESS AND 30% DESIGN AND I THINK SOME OF THOSE WILL UNFOLD. YOU KNOW, ALTERNATIVE DELIVERY METHODOLOGY, WHICH SOMETIMES GETS WRAPPED INTO P3, THAT IS WHERE

WE WILL THINK THROUGH THINGS LIKE SHOULD WE DO SOME DESIGN BUILD, DESIGN BID BUILD?

THERE'S A VARIETY OF METHODOLOGIES, AND WE'RE NOT FAR FROM -- GREG IS WORKING ON A SCOPE TO PUT OUT TO OUR KIND OF A RISK CONSULTANT THAT WILL COME IN AND HELP -- KIND OF HELP DEFINE CONTRACT DELIVERY METHODOLOGY TO BRING BACK TO THE BOARD GREAT OPTIONS FROM 30% ON FOR THE MEGA PROJECTS.

>> OKAY, THANK YOU.

>> BOARD MEMBER STRATTON?

>> WERE THERE ANY CONCERNS COMING OUT OF THE LEGISLATIVE SESSION THAT MIGHT IMPACT OUR LONG-TERM FUNDING METHODOLOGY AT THIS POINT?

SPECIFICALLY I SEEM TO REMEMBER THERE WERE THINGS THAT CAME OUT OF SESSION RELATING TO REVENUE BONDS, BUT I'M TRYING TO REMEMBER IF THAT MAY HAVE MORE IMPACTED THE MUNICIPAL SIDE OF THE EQUATION, MAYBE NOT SO MUCH LGCS.

>> YEAH, IT WAS MORE ABOUT THE GEODEBT. SO WE DIDN'T HAVE TO WORRY ABOUT ANY OF THAT, YEAH.

>> BUT I GUESS WE'LL BE KEEPING AN EYE ON THAT IN FUTURE LEGISLATIVE SESSIONS JUST IN CASE AS WE'RE PROGRESSING, CORRECT?

>> ALWAYS, YEAH. IF THERE ARE NO OTHER QUESTIONS, I WILL SEE YOU IN TWO MONTHS WITH OUR PROPOSED BUDGET.

>> THANK YOU. AND WELCOME.

>> THANK YOU.

>> SO I THINK WE ARE -- GREG CANALY, BACK AGAIN?

OR...

>> THANK YOU, MADAM CHAIR, I THINK WE'RE NOW DONE WITH THE UPDATES.

>> OKAY.

>> BACK MOVING INTO THE BOARD AGENDA ACTION ITEMS.

>> OKAY.

NOW WE'RE READY FOR OUR ACTION ITEMS. OKAY. YEAH, SO IT WAS POSTED ON THE AGENDA THAT WE WOULD GO INTO EXECUTIVE SESSION, BUT THERE'S NO LONGER A NEED TO GO THROUGH THAT, I BELIEVE, SO WE'RE GOING TO GO AHEAD AND CONTINUE WITH OUR FIRST ACTION ITEM. SO IT'S THE -- ACTUALLY, WE FIRST HAVE TO APPROVE OUR MEETING MINUTES, YES. SO APPROVAL OF MEETING MINUTES FROM MAY 19, 2021 OF THE AUSTIN TRANSIT PARTNERSHIP BOARD MEETING. IF EVERYONE HAS HAD TIME TO REVIEW THOSE LAST MONTH'S MEETING MINUTES, I WOULD REQUEST A MOTION AND A SECOND FOR ITEM NUMBER ONE. BOARD MEMBER ELKINS? AND A SECOND?

THANK YOU, BOARD MEMBER BURNETTE. DO I HAVE A VOTE?

EVERYONE IN FAVOR SAY AYE. OPPOSED?

NOBODY?

I SAY AYE AS WELL. THE MEETING MINUTES HAVE BEEN APPROVED. OUR SECOND ITEM ON THE AGENDA IS THE RESOLUTION APPOINTING THE INITIAL MEMBERS OF THE AUSTIN TRANSIT PARTNERSHIP TECHNICAL ADVISORY COMMITTEES. AND FOR THAT, I HAVE MS. NUREMBERG GIVE US AN UPDATE.

>> THANK YOU, MADAM CHAIR.

SO IF YOU RECALL, WE OPENED UP AN APPLICATION PROCESS FOR THREE ADVISORY COMMITTEES TO THE BOARD.

THESE WERE THE ENGINEERING, ARCHITECTURE, AND CONSTRUCTION COMMITTEE, THE FINANCE AND RISK COMMITTEE AND THE PLANNING SUSTAINABILITY, EQUITY AND DBE COMMITTEE.

WE HAD LOADS OF APPLICATIONS AND I WANT TO THANK THE BOARD MEMBERS FOR REVIEWING THOSE AND DELIBERATING ABOUT THOSE.

THERE WAS A LOT TO CONSIDER, A LOT OF TALENTED PEOPLE. AND THIS IS THE SLATE THAT IS BEING RECOMMENDED FOR APPROVAL TODAY.

>> WELL, I KNOW THIS IS ANOTHER GREAT MILESTONE FOR THE GROUP. SO DO WE HAVE ANY COMMENTS?

AND THANK YOU FOR LEADING THIS EFFORT AS WELL. MAY I HAVE A MOTION TO APPROVE THE SLATE OF CANDIDATES?

AND A SECOND, PLEASE?

AND YOU FIRST, MAYOR ADLER?

THANK YOU. WE WILL HAVE A VOTE. EVERYONE WHO APPROVES THIS, PLEASE SAY AYE. (AYES).

>> AYE AS WELL. AND THERE'S NO NAYS. THANK YOU. SO THE ACTION ITEM NUMBER TWO HAS BEEN APPROVED UNANIMOUSLY. THANK YOU. SO NOW WE'RE GOING TO MOVE ON TO ACTION ITEMS NUMBER THREE AND FOUR.

THANK YOU, MR. CANALY. THANK YOU. SO WE'RE GOING TO DO THE APPROVAL OF A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR OR HIS DESIGNEE TO NEGOTIATE AND EXECUTE A TASK ORDER WITH CBRE INCORPORATED IN AN AMOUNT NOT TO EXCEED \$4,750,000 TO PROVIDE



CERTAIN OWNER REPRESENTATIVE SERVICES WITH RESPECT TO POTENTIAL ADMINISTRATIVE SPACE AND TOGETHER WITH THIS ACTION ITEM NUMBER FOUR, WE'RE ALSO GOING TO APPROVE RESOLUTIONS AUTHORIZING THE EXECUTIVE DIRECTOR OR HIS DESIGNEE TO NEGOTIATE AND EXECUTE A SUBLEASE AGREEMENTS WITH PARSLEY ENERGY, LP, WITH CERTAIN ADMINISTRATIVE SPACE LOCATED AT 301 CONGRESS AVENUE AND 203 COLORADO STREET. MR. CANALY WILL GIVE US AN UPDATE. THANK YOU.

>> WELL, THANK YOU FOR THESE TWO ACTION ITEMS IN FRONT OF YOU. THEY'RE ABOUT THE ADMINISTRATIVE SPACE NEEDS FOR THE PROJECT CONNECT TEAM, INCLUDING AUSTIN TRANSIT PARTNERSHIP TEAM, CAPITAL METRO STAFF THAT WILL BE INVOLVED AND CITY OF AUSTIN FOLKS AS WELL. IN A BIG PICTURE, WE BEGAN OUR JOURNEY HERE ABOUT FOUR OR FIVE MONTHS AGO AND RECOGNIZING AS YOU SAW JULIANA TALK ABOUT THE STAFF WE'RE HIRING.

WE THINK IT'S CRITICAL TO GET TOGETHER AND BE TOGETHER AND START WORKING DAY TO DAY TOGETHER IN SPACE. SO WE'VE BEEN ABLE TO DO THAT.

WE WENT THROUGH A PROCESS TO EVALUATE OUR OVERALL NEEDS AS A GROUP AND AS A TEAM, VIRTUALLY ACQUIRING ABOUT 50,000 SQUARE FEET. WE WANTED IT TO BE KEY LOCATIONS THAT ARE NEAR TRANSIT SO THAT THE COMMUNITY CAN ACCESS THE TEAM. AND WE ALSO KNOW WE'RE GOING TO DO A LOT OF MEETINGS, MEETINGS WITH OURSELVES, MEETINGS WITH THE PUBLIC AND WITH THE COMMITTEES THAT YOU HAVE JUST APPROVED. SO WE WANTED TO MAKE SURE THAT WE HAD SPACE FOR THAT.

AT THE SAME TIME, THOUGH, WE WANTED TO BE VERY EFFICIENT AND COST EFFECTIVE WITH THE PUBLIC TAX DOLLARS. SO WE ARE ABLE TO GO INTO WORK WITH OUR BROKER TO LOOK AT BELOW-MARKET PRICING BY GOING THROUGH SUBLEASES AS THESE ACTION ITEMS ARE FOR.

WHAT THESE ARE, BECAUSE THEY'RE SUBLEASES, THEY'RE SIGNIFICANT SAVINGS VERSUS THE STANDARD LONG-TERM LEASE THAT YOU WOULD GET. WE'RE ALSO ABLE TO UTILIZE SOME OF THE FURNITURE AND EQUIPMENT THAT THEY HAVE IN THIS SPACE.

BECAUSE OF THE TYPE OF BUILDING THAT IS ESPECIALLY ON 203 COLORADO, NOT TALL OFFICE TOWERS, JUST OVERALL LOWER OPERATING EXPENSES.

WE'VE TRIED TO BE DILIGENT ABOUT THE USE OF PUBLIC DOLLARS.

WE'RE LOOKING AT THE RELEASE OF 203 IN ABOUT 5.5 YEARS TO UNDERSTAND OUR LONGER-TERM NEEDS BEFORE WE COMMIT TO LONG-TERM NEEDS.

WE'RE EXCITED ABOUT THE OPPORTUNITY TO GET INTO THIS SPACE AND AT THE SAME TIME WE DO NEED ASSISTANCE TO GET THE SPACE FULLY OCCUPIED. THERE'S WORK TO BE DONE. THE OTHER ACTION IS TO HAVE CBRE HELP US TO MAKE SURE WE CAN MOVE IN THERE AND BE READY TO START WORKING.

>> THANK YOU, MR. CANALY.

DO WE HAVE ANY QUESTIONS FROM THE BOARD?

NO?

>> (OFF MIC).

>> YES, THANK YOU SO MUCH. THESE ARE PRETTY GREAT FINDS. SO WITH

THAT, I'D LIKE TO CALL A VOTE. OH, YES, FIRST WE NEED A MOTION.

THANK YOU, CASEY.

(LAUGHTER)

WHO WOULD LIKE TO MAKE A MOTION?

BOARD MEMBER STRATTON?

>> I MOVE TO APPROVE ACTION ITEMS THREE AND FOUR.

>> THANK YOU.

DO WE HAVE A SECOND?

>> I'LL SECOND.

>> AND ALSO MAYOR ADLER. WE HAVE TWO SECONDS. THANK YOU. SO PLEASE, EVERYONE WHO HAS APPROVED THIS ACTION ITEMS THREE AND FOUR, PLEASE SAY AYE (AYES).

>> AYE MYSELF. AND ANY NAYS?

BOTH ITEMS THREE AND FOUR HAVE BEEN APPROVED UNANIMOUSLY. THANK YOU, MR. CANALY. SO NOW WE ARE GOING TO MOVE ON TO ACTION ITEM NUMBER FIVE. AND I HAVE A NOTE THAT MS. JOSEPH HAS ALSO REQUESTED TO SPEAK AFTER ITEM NUMBER FIVE. SO SHE WILL HAVE FIVE MINUTES AFTER STAFF'S PRESENTATION. I MEAN THREE MINUTES. THANK YOU. DID I SAY FIVE?

APPROVAL. SO ITEM FIVE IS APPROVAL OF A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR OR HIS DESIGNEE TO NEGOTIATE AND EXECUTE THE INTERLOCAL AGREEMENT BETWEEN THE AUSTIN TRANSIT PARTNERSHIP AND THE CITY OF AUSTIN FOR TERMS OF JOINT POWERS AGREEMENT ON TRANSFER OF THE NOVEMBER 2020 PROPOSITION A, PROPERTY TAX

REVENUE. AND AGAIN, I HAVE MR. CANALY TO DISCUSS THE NEGOTIATIONS AND THE EXECUTION OF THE INTERLOCAL AGREEMENT AND TRANSFER OF THE PROP A TAX REVENUE.

>> THANK YOU, MADAM CHAIR.

AGAIN, THIS ACTION ITEM IS REALLY A PROCEDURES DOCUMENT TO ALLOW FOR THE TRANSFER OF THE FUNDS THAT WERE APPROVED BY THE VOTERS IN NOVEMBER. THESE ARE REALLY THE TECHNICAL PROCEDURES BETWEEN THE STAFF TO LAY OUT THE TIMING OF THE PAYMENTS, HOW THOSE PAYMENTS ARE CALCULATED AND OTHER REQUIREMENTS FROM A TECHNICAL PERSPECTIVE.

THIS WILL ALLOW THOSE FUNDS TO START FLOWING AGAIN, ALL IN ACCORDANCE WITH THE CONTRACT OF THE VOTERS ABOUT HOW PROCEDURES WOULD BE SET OUT.

>> THANK YOU, MR. CANALY. BEFORE WE HAVE BOARD DISCUSSION, WE HAVE MS. JOSEPH.

>> ARE YOU WANTING ME TO SPEAK NOW?

>> YES, PLEASE.

>> YES, MADAM CHAIR.

ACTUALLY, THE VIDEO HAS A DELAY SO MR. CANALY WAS STILL TALKING.

THANK YOU, MADAM CHAIR, BOARD MEMBERS.

I WANTED TO MAKE A FEW COMMENTS AS IT RELATED TO THE CITY'S CONTRACT WITH VOTERS.

I JUST WANTED TO REMIND YOU THAT THERE'S A PROVISION THAT SPECIFIES THAT PROJECT CONNECT WILL IMPROVE ACCESS TO ESSENTIAL SERVICES,

EDUCATION, HEALTHCARE, AND GROCERY STORES. AND IF YOU ARE, IN FACT, COMMITTED TO THAT, I WOULD ASK YOU TO RESTORE NORTHEAST CONNECTIVITY. MY OTHER COMMENT IS TO THE INTERLOCAL AGREEMENT FROM AUGUST 7, 2020, WHICH SPECIFIES THAT HOMEOWNERS, RENTERS, AND BUSINESSES WITHIN THE CITY'S TAX JURISDICTION WOULD BEAR THE COST OF PROJECT CONNECT. I WOULD ASK YOU TO BE TRANSPARENT WITH THE RENTERS AND LET THEM KNOW HOW THE FINANCIAL IMPLICATIONS WILL BEAR ON THEM BECAUSE THAT WAS NEVER DISCUSSED AND NEVER IN ANY OF THE LITERATURE, NONE OF THE PROPAGANDA. I WANT YOU TO KNOW AS WELL THAT I MEANT TO MENTION THIS. I KNOW YOU TALKED ABOUT THE FEDERAL REGISTER. AND WE HAVE SEVEN DAYS LEFT TO COMMENT ON THE ORANGE AND THE BLUE LINE. AND THAT FEDERAL REGISTER IS ACTUALLY OPEN UNTIL JUNE 23RD, 2021. AND MADAM CHAIR, AT THE BEGINNING OF THE MEETING YOU MENTIONED THE BLIND AND VISUALLY IMPAIRED. SO I CALLED THE FEDERAL TRANSIT ADMINISTRATION ON FRIDAY BECAUSE THE DEAF COMMUNITY WANTED THE CITY OF AUSTIN TO USE THE AMERICAN SIGN LANGUAGE IN ALL OF THEIR MEETINGS SO IT WOULD BE HELPFUL IF JACOB CALHOUN OR SOMEONE FROM THE AUSTIN TRANSIT PARTNERSHIP WOULD ACTUALLY DISCLOSE HOW BLIND, VISUALLY IMPAIRED INDIVIDUALS CAN ALSO GIVE COMMENTS.

I DO WANT YOU TO KNOW AS WELL THAT I DID SPEAK BEFORE COUNCIL WAY BACK BEFORE JANUARY 26, 2017, AND I ACTUALLY ASKED MAYOR ADLER TO ASSIST US WITH OUR ROUTES. AND I HAVE 574 PETITION SIGNATURES IN MY HAND. AND WE WERE IGNORED. SO I JUST WILL LASTLY SAY THAT MY

COMMENTS ARE SPECIFICALLY RELATED TO TITLE 6 OF THE CIVIL RIGHTS ACT OF 1964, WHICH PROHIBITS DISCRIMINATION BASED ON RACE, COLOR, NATIONAL ORIGIN. YOU MAY RECALL AS CEO CLARKE SAID, BE IF YOU TAKE ONE DOLLAR OF THE FEDERAL MONEY, YOU HAVE TO COMPLY WITH ALL OF THEIR RULES.

I'LL LASTLY ASK YOU TO RECORD THE MEETINGS AND PUT THEM ONLINE AND BE TRANSPARENT. IF YOU HAVE ANY QUESTIONS, I'LL GLADLY ANSWER THEM AT THIS TIME AND APPRECIATE YOU ALLOWING ME TO MAKE MY COMMENTS.

>> THANK YOU FOR YOUR COMMENTS.

>> YOU'RE WELCOME.

>> I DO HAVE A FOLLOWUP QUESTION FOR YOU, MS. JOSEPH, IF YOU'RE STILL HERE.

IF YOU CAN HEAR ME. BUT IS YOUR QUESTION ABOUT THE SIGN LANGUAGE INTERPRETATION AND FOR OUR MEETINGS IN PARTICULAR OR JUST IN GENERAL FOR ALL OF THE OTHER MEETINGS AS WELL?

>> CAN YOU REPEAT THE QUESTION?

>> YES. SO YOU MENTIONED ABOUT HAVING ACCESSIBLE ACCOMMODATIONS FOR PEOPLE SPEAKING AT THESE MEETINGS. DID I UNDERSTAND YOUR QUESTION CORRECTLY?

>> YES, MADAM CHAIR. SO THE MAYOR HAS A COMMITTEE FOR PEOPLE WITH DISABILITIES, AND I WAS JUST LISTENING TO THEIR PRIOR MEETING TO GIVE THEM INFORMATION ABOUT THE FEDERAL REGISTER. BUT I DID NOT -- AND ONE OF THE COMMENTS THEY HAD WAS THAT THEY WERE A LITTLE LOST WITH CORONAVIRUS, FOR EXAMPLE. AND THEY WERE WANTING THE CITY TO

ACTUALLY HAVE AMERICAN SIGN LANGUAGE AT ALL OF THEIR MEETINGS SO THEY COULD ACTUALLY PARTICIPATE. AND SO MOVING FORWARD, IF YOU COULD JUST CONSIDER THAT POPULATION, I'M NOT SURE FOR THE FEDERAL REGISTER HOW THEY GIVE COMMENTS, FEDERAL TRANSIT ADMINISTRATION REFERRED ME TO JACOB CALHOUN BECAUSE HIS NAME WAS ON THE FEDERAL REGISTER AS A CONTACT LOCALLY.

BUT IT HAS HIS CAPMETRO INFORMATION AND NOT THE ATP INFORMATION. SO IF YOU COULD JUST MAYBE ADDRESS HOW THEY WOULD GIVE COMMENTS ON THE ENVIRONMENTAL IMPACT STATEMENT AND ALSO MOVING FORWARD HOW THEY WOULD BE ABLE TO, I GUESS, PARTICIPATE IN YOUR MEETINGS OR AT LEAST KNOW WHAT'S GOING ON IF THERE'S A WAY TO HAVE ASL FOR THEM.

>> THANK YOU. I APPRECIATE FOR CLARIFYING, AND WE WILL HAVE AN UPDATE AT OUR NEXT MEETING. THANK YOU.

>> OKAY.

THANK YOU, MADAM CHAIR.

>> SO ANY DISCUSSION ON ITEM NUMBER FIVE FROM THE BOARD?

SO PRETTY STRAIGHTFORWARD?

>> YEAH. I MOVE THAT WE PASS --

>>> THANK YOU. SO DO WE HAVE A SECOND?

>> I'LL SECOND.

>> THANK YOU, DR. BURNETTE. SECOND BY BOARD MEMBER BURNETTE.

EVERYONE WHO WOULD LIKE TO APPROVE, PLEASE SAY AYE. AYE AS WELL.

AND NAYS ARE ZERO. SO ACTION ITEM NUMBER FIVE HAS BEEN APPROVED UNANIMOUSLY. THANK YOU, MR. CANALY.

SO NOW WE MOVE OVER TO -- WE HAVE AN OVERVIEW OF THE ORANGE LINE ALIGNMENT. MR. JOHN ROAN AND MR. PETER ROLAND AND I BELIEVE ALSO ANNIE WILL JOIN US AS WE ARE ENTERING AN IMPORTANT PHASE OF THE PROGRAM. AS WE HEAD TOWARDS COMPLETION OF THE 15% DESIGNED THIS SUMMER.

MR. ROAN AND MR. MULLEN, THANK YOU.

>> GOOD AFTERNOON, CHAIR, BOARD MEMBERS. YES, TO SHOW THE PARTNERSHIP THAT WE HAVE WITH THE CITY OF AUSTIN, WE DO HAVE ANIQUE BODAY VIRTUALLY ONLINE WITH US. IF YOU HAVE QUESTIONS LATER IN THE PRESENTATION, SHE'S ON BOARD TO SUPPORT US WITH THAT.

WE ALSO HAVE MR. PETER MULLEN, OUR CHIEF OF ARCHITECTURE AND URBAN DESIGN.

TODAY WE WILL PRESENT TO YOU THE ORANGE LINE ALIGNMENT FROM SOUTH SLAUGHTER TO OLTORF AND NORTH TECH RIDGE TO THE DRAG. YOU'VE SEEN THIS PROGRAM SEQUENCE PLAN PREVIOUSLY.

IT SHOWS THE ORIGINAL AND BLUE LINE SEQUENCING THROUGH 2029. IT ALSO SHOWS THE METRO RAIL, METRO RAPID, THE METRO EXPRESS, PARK AND RIDES, METRO BUS, THE CUSTOMER TECH SYSTEMS AS WELL AS THE ANTIDISPLACEMENT INVESTMENTS.

OUR FOCUS TODAY, AGAIN, WILL BE ON THE ORANGE LINE. THIS IS AN OVERALL SYSTEM MAP SHOWING YOU THE ORANGE LINE. IT IS ON ITS AXIS. THE NORTH WOULD BE TO YOUR RIGHT SHOWING TECH RIDGE STATION AND THE SOUTH WOULD BE AT SLAUGHTER STATION.



WE ALSO SHOW IDENTIFICATION OF THE BLUE LINE FROM REPUBLIC SQUARE TO THE AIRPORT. AND TODAY WE WILL PRESENT TO YOU, AGAIN, THE AREA FROM SOUTH SLAUGHTER TO OLTORF NORTH TECH RIDGE TO THE DRAG AND AS A REMINDER NEXT MONTH, WE WILL BRING TO YOU THE AREA OF DOWNTOWN AND SOCO. AS JACKIE MENTIONED, WE WILL BEGIN OUR COMMUNITY MEETINGS AT THAT POINT AT THE END OF JULY. THIS IS THE ORANGE AND BLUE LINE PROJECT'S OVERALL TIMELINE THAT WE PRESENTED TO YOU BEFORE PREVIOUSLY LAST MONTH. AGAIN, JUST AS A NOTE, IT WALKS YOU THROUGH THE NEPA PROCESS, AS WELL AS IDENTIFIES THE PROJECTED ENTRY INTO ENGINEERING PHASE, DESIGN AND CONSTRUCTION, THE BEGINNING OF OUR LARGER CONTRACTS FOR CONSTRUCTION AND VEHICLE MANUFACTURING. THE ANTICIPATED TIMEFRAME FOR THE FULL FUNDING GRANT AGREEMENT, STAFFING, TRAINING, ORGANIZATIONAL READINESS FOR REVENUE SERVICE. THIS IS A LITTLE BIT MORE OF A DETAILED MAP TO HIGHLIGHT ONE OF THE AREAS MR. COUCH TOUCHED ON PREVIOUSLY IN HIS BRIEFING.

WE DID SUBMIT TO THE FTA TO ENTER PROJECT DEVELOPMENT. AND WE ACTUALLY HAVE RECEIVED RECENTLY COMMENTS FROM THEM AND ARE WORKING THROUGH THAT PROCESS FOR APPROVAL. ONE OF THE KEY MILESTONES I WOULD LIKE YOU TO NOTE IN REGARD TO THE SCHEDULE AND MILESTONES THAT ARE SHOWN IS IN DECEMBER OF 2022, WE HAVE THE FINAL ENVIRONMENTAL IMPACT STATEMENT AND THE RECORD OF DECISION THAT WE WILL COMPLETE.

THIS IS A SLIDE THAT SHOWS YOU HOW WE FIT INTO THE FABRIC OF THE

COMMUNITY AND A SLIDE WE SHOWED PREVIOUSLY.

IT'S REIMAGINING THE RIGHT-OF-WAY.

IT IS A RENDERING, AND IT SHOWS THE DIFFERENT MODES OF TRANSPORTATION, THE DIFFERENT AMENITIES AND ELEMENTS THAT ARE ASSOCIATED WITH IT. I'LL LET PETER SPEAK MORE TO THE ITEMS THAT YOU SEE.

>> JUST REALLY QUICKLY, I THINK IT'S JUST IMPORTANT TO NOTE THAT EVERYWHERE THE LIGHTRAIL SYSTEM WILL GO AND TRAVEL THROUGH THE CITY, WE'RE ALSO LOOKING TO SEE HOW WE CAN IMPROVE THE PHYSICAL FABRIC OF THE CITY IN KIND OF A HOLISTIC WAY. SO WE DO TAKE THIS HOLISTIC, HUMAN-CENTERED DESIGN APPROACH TO THE LIGHTRAIL SYSTEM THROUGHOUT.

>> SO NEXT ONE OF THE KEY PRINCIPLES WE LOOK INTO FOR THE STATION LOCATION IS THE BALANCE OF THE SPEED AND ACCESS WITH THE STATION SPACING THAT'S IDENTIFIED. AND ONE OF THE THINGS WE'VE SHOWN YOU BEFORE THAT WE CONSTANTLY CONSIDER IS THAT HALF-MILE RADIUS AND A TEN-MINUTE WALK AREA BETWEEN THE STATIONS. AS WELL, WE LOOK AT A HALF MILE TO A MILE THAT'S CONSIDERED BETWEEN THE STATIONS AS WELL AS WE GO THROUGHOUT ENSURING THAT WE HAVE A FOCUS ON DEVELOPMENT, THE DESTINATION POINTS FOR THE CUSTOMERS AND RIDERS, AND HOW WE INTERFACE WITH THEM FOR ACCESS TO AND FROM THE STATION. WE ESSENTIALLY ALSO FOCUS ON THE CONNECTIVITY WITH BUS AND HOW WE DEVELOP THE BUS NETWORK AS WELL AS THE RAIL SYSTEM TO ENSURE THAT THEY'RE INTEGRATED AND WORK WELL TOGETHER. ONE OF

THE KEY PIECES AS PART OF THE STATIONS AS WE IDENTIFY THOSE LOCATIONS ARE ASSOCIATED WITH THE GRADE OF THE STATIONS, THE INCLINE AS SHOWN ON THE TOP LEFT. WE WANT TO ENSURE THAT WE HAVE A LEVEL AREA FOR THE STATION FOR ITS LOCATION AND SO THE AREA ON THE BOTTOM RIGHT SHOWS THAT STATION ON FLAT LAND THAT WE'RE LOOKING FOR TO PLACE THAT STATION. FOR THE STATION AS WELL, WE WANT TO ENSURE IT'S NOT IN A CURVE. IT CREATES CHALLENGES AS FAR AS ACCESS TO THE STATION WITH YOU CAN SEE THE XS IDENTIFIED WHERE YOU WOULD HAVE CHALLENGES ACCESSING THE VEHICLE. SO THE STATION AREA THAT WE LOOK FOR IS THAT IT'S ON A STRAIGHT LINE, A STRAIGHT PORTION OF THE TRACK AND THE GUIDEWAY TO PLACE THAT STATION. SO NOW I'LL BEGIN TO WALK YOU THROUGH THE SOUTH PORTION OF THE ALIGNMENT FROM SLAUGHTER TO OLTORF. AND WE WILL BEGIN WITH AN AREA THAT SHOWS YOU REALLY THE WATERSHED AREA OVERLAYING THE WORKGROUPS THAT ARE IDENTIFIED WITH THE AREAS THAT YOU SEE HIGHLIGHTED WITH THE CIRCLES. AND THOSE ARE THE AREAS THAT ARE FOCUSED ON BY THE COMMUNITY ENGAGEMENT TEAM. THIS AREA SHOWS YOU FROM SLAUGHTER TO STASNY, AND THERE'S A KEY THAT ALSO IDENTIFIES THE AREAS, WHETHER IT BE THE FUTURE EXTENSION, WHICH YOU ARE SEEING NOW, AS WELL AS THE INITIAL INVESTMENT, THE LRT STATIONS, THE FUTURE STATIONS, PARK AND RIDES AND SO FORTH. SO ONE OF THE AREAS THAT WE WANT YOU TO RECOGNIZE IS THAT WE WOULD BE CLEARING ENVIRONMENTALLY THE AREA FROM SLAUGHTER TO TECH RIDGE.

WE WILL DO THIS AS PART OF THE OVERALL FEDERAL PROCESS TO EXPEDITE

THE DESIGN AND THE IMPLEMENTATION ONCE THE FUNDING IS SECURED. THE INITIAL INVESTMENT BEGINS AT STASNY AND ENDS AT STASNY. AND THEN THAT FUTURE EXTENSION WOULD CONTINUE TO SLAUGHTER. NOW I'LL BEGIN TO WALK YOU THROUGH THE PLOTS OF THE ALIGNMENT. SO WE WILL BEGIN AT THE SLAUGHTER TRANSIT CENTER. AND AGAIN, AS JUST A REMINDER, THERE'S A KEY TO THE TOP RIGHT THAT IDENTIFIES KEY ELEMENTS THROUGHOUT AS I WALK THROUGH THE ALIGNMENT.

GREEN SHOWING THE TREE ZONE, RED WITH THE BIKEWAY, THE GRAY AREA IS THE ROADWAY, AND THE ORANGE AREA IDENTIFIES THE SIDEWALKS AND WHERE WE HAVE SHARED USE PASSES, AREAS FOR BIKE AND PED. AS YOU SEE HERE, WE HAVE THE SLAUGHTER TRANSIT CENTER THAT'S IDENTIFIED. AND ALSO AS A REMINDER, THE NAMES AND THE LOCATIONS OF THE STATIONS HAVE NOT BEEN FINALIZED. WE WILL WORK WITH THE COMMUNITY AS PART OF OUR COMMUNITY ENGAGEMENT PROCESS TO FINALIZE THEM. SO AS WE CONTINUE OFF THE ALIGNMENT, WE WILL ENSURE THAT WE HAVE THAT CONNECTION WITH THE BUSES AND ACCESS TO AND FROM THE SLAUGHTER TRANSIT CENTER FROM BUS TO THE LIGHTRAIL TRANSIT SYSTEM. AND WE WILL ALSO START TO HAVE A FOCUS ON HOW THE ALIGNMENT TRANSITIONS TO THE ROADWAY. AT THIS POINT, THERE ARE IDENTIFIED AREAS WHERE WE HAVE APARTMENTS.

WE HAVE DIFFERENT BUSINESSES, THE STORAGE UNITS, THE SALVAGE YARD. AND THEN WE ALSO HAVE TO WORK WITH THE AMOUNT OF TRAFFIC LANES AND THE TRANSITION OF THE LIGHTRAIL SYSTEM INTO THE ROADWAY. SO YOU SEE THE LIGHT BLUE LINES THAT ARE IDENTIFIED THAT ARE FOR THE

TRAFFIC LANES. SO AS WE TRANSITION ONTO THE GUIDEWAY FROM SLAUGHTER TRANSIT CENTER, THEN YOU WILL SEE AS WE PROGRESS THAT WE WILL GO ACROSS A BRIDGE, THE CREEK THERE THAT'S LOCATED JUST TO THE SOUTH OF THE RETAIL COMMERCIAL BUILDING, WE CROSS DITMAR ROAD AND IDENTIFY THE APARTMENTS. THIS IS THAT IN BETWEEN AREA BETWEEN STATIONS. AND THE KEY HERE IS TO GIVE YOU AN IDEA OF WHERE IN THIS AREA WE ARE AT GRADE. WHERE WE HAVE THE INTERFACES WITH THE GRADE CROSSINGS AND STREET IMPROVEMENTS THAT WOULD BE REQUIRED. AS WE CONTINUE SOUTH CONGRESS AT WILLIAM CANON STATION SHOWN ON THE SCREEN TO YOUR RIGHT.

THIS IS TYPE OF A SPLIT PLATFORM STATION.

IT'S ONE OF THE STATIONS THAT WE'VE IDENTIFIED BASED ON THE RESTRICTIONS THAT WE HAVE BECAUSE OF THE WIDTH OF THE GUIDEWAY THAT IDENTIFIES THE SOUTH AND THE NORTHBOUND PLATFORMS. IT ALSO IDENTIFIES THE LOCAL BUS CONNECTIONS THAT WOULD BE IN THIS AREA. AND YOU CAN START TO SEE THE DEVELOPMENTS, THE APARTMENTS, THE BUSINESSES, THE WALGREENS, THAT ARE IDENTIFIED THAT REALLY MADE THIS LOCATION THE BEST FIT AT THIS TIME WHERE WE'VE IDENTIFIED THE WILLIAM CANON STATION. AS WE MOVE ALONG, WE SHOW MORE MIXED-USE RETAIL.

WE SHOW THE PLEASANT HILL ELEMENTARY SCHOOL, MORE APARTMENTS, MORE GRADE CROSSING IMPROVEMENTS. WE'RE CONTINUING TO PROGRESS AT GRADE ALONG THE ALIGNMENT. SO AS WE CONTINUE FROM THIS POINT, WE GO FROM STASNY TO OLTORF. AND AGAIN, IDENTIFIED ARE

THE WORKING GROUP AREAS IDENTIFIED BY THE CIRCLES. AND HERE YOU CAN SEE THE LOCATION OF STASNY STATION THAT'S JUST TO THE NORTH OF THE STASNY LANE.

WE HAVE THE GAS STATION, THE CVS THAT'S LOCATED IN THIS AREA, AS WELL AS YOU PROGRESS THROUGH THE SLIDE, YOU SHOW AND SEE THE LOCAL BUS CONNECTIONS AS STASNY, THAT'S IMPORTANT FOR US TO HAVE A FOCUS ON AND ENSURE THAT WE HAVE THAT PROPER CONNECTION AND ACCESS TO AND FROM THE STATION. THE AUTO SALVAGE YARD AND WILLIAMS CREEK ARE AREAS THAT YOU CAN SEE THAT WE ARE OFF THE ALIGNMENT AS FAR AS THE ROADWAY. AND WE ARE TRAVELING ACROSS THE WILLIAMS CREEK.

AND THEN WE START TO BEGIN A TRANSITION THAT PUTS US BACK ONTO THE GUIDEWAY AS WE TRANSITION FROM THE TXDOT RIGHT-OF-WAY TO THE CITY OF AUSTIN RIGHT-OF-WAY.

>> SO JUST ONE NOTE AS TO WHY WE'RE OFF THE ALIGNMENT HERE, OFF THE ROADWAY. PART IS BECAUSE OF WILLIAMS CREEK, THIS IS A FLOOD PLANE AREA.

SOME OF IT IS BELOW THE FLOOD PLANE.

AND WE'RE TRYING TO GET THE GUIDEWAY OUT OF IT AND PULLING IT ON TO THIS LITTLE STRIP OF LAND.

SO THE PINK PORTION IS A STRUCTURE TO PROTECT THE GUIDEWAY FROM THAT FLOODPLAIN RISK.

>> SO AS WE CONTINUE TO PROGRESS, WE COME ONTO THE GUIDEWAY TO CITY OF AUSTIN GUIDEWAY, STASNY CENTER. AS WE TRANSITION FROM LEFT TO RIGHT, WE HAVE WILLIAMS CREEK THAT WE GO OVER, TRANSITION ONTO

THE GUIDEWAY.

THERE'S RETAIL, PARK, FUTURE DEVELOPMENTS AROUND THIS AREA AND THE STREET INTERSECTION IMPROVEMENTS THAT ARE REQUIRED. AS WE CROSS THE ST. ELMO GRAY CROSSING, WE WILL START TO GO AERIAL INTO THE SOUTH CONGRESS TRANSIT CENTER. THIS LOCATION WE HAVE CONNECTIONS WITH THE BUS FOR THE EXISTING SOUTH CONGRESS TRANSIT CENTER AND THE DEVELOPMENTS OCCURRING AT THAT LOCATION.

ONE OF THE KEY POINTS WITH THIS BEING AREAS JUST ENSURING THAT WE HAVE THAT CUSTOMER INTERFACE AND CONNECTION AND THAT IT'S SOMETHING THAT ACCESSIBILITY TO AND FROM THE STATION IS VERY, VERY IMPORTANT IN HOW PEOPLE ARE ABLE TO GET TO AND FROM THEIR DESTINATIONS AND TRANSFER FROM EITHER THE BUS OR THE RAIL SYSTEM. AS WE CONTINUE TO PROGRESS TO THE NORTH, THEN YOU SEE U.S. 290, BEN WHITE, THAT WE WILL GO OVER THOSE AREAS. AND ALSO THAT'S ONE OF THE REASONS THAT WE STARTED TO CLIMB IN GRADE IS TO GO OVER THE U.S. 290. WE ALSO HAVE A SLIDE HERE THAT SHOWS YOU REALLY AN AERIAL CENTER PLATFORM. TYPICALLY THIS IS OUR TYPICAL LAYOUT FOR AN AERIAL STATION, THE SAME AS WHETHER IT'S A GRADE OR AERIAL, IT GIVES US THE BENEFIT OF HAVING LESS AMENITIES THAT ARE ASSOCIATED ON THE PLATFORM. AS WELL, IT GIVES MORE OF A COMFORT, A FEELING FOR CUSTOMERS IF THEY NEEDED TO GO NORTHBOUND OR SOUTHBOUND, IT'S THERE ON THAT PLATFORM, THEY CAN GO IN EITHER DIRECTION.

NEXT WE CONTINUE ACROSS U.S. 290. WE START TO GO BACK DOWN TO GRADE TO ALIGN WITH THE ROADWAY. WE HAVE LOTS OF COMMERCIAL,

MIXED COMMERCIAL, APARTMENTS LOCATED THROUGH THIS AREA.

DEFINITELY A LOT OF ACTIVITY IN THIS AREA AND A LOT OF CONNECTIONS THAT ARE TO THE SOUTH CONGRESS TRANSIT CENTER. NEXT WILL BE THE UNIVERSITY. CURRENTLY WE HAVE TWO OPTIONS.

WE'RE SHOWING HERE THE SPLIT PLATFORM OPTION LOCATED AT THE ST. EDWARDS UNIVERSITY.

YOU SEE THE APARTMENTS THAT ARE LOCATED AS WELL AT WITWER STREET, THE MIXED USE, THE DIFFERENT LANE IMPROVEMENTS THAT WOULD BE MADE THROUGHOUT THIS AREA FOR ENTERING INTO AND OUT OF THE UNIVERSITY. ONE OF THE SECOND OPTIONS FOR THIS THAT WE -- WELL, ONE OF THE THINGS WE CONSIDERED IN A SIDE PLATFORM ARRANGEMENT IS BECAUSE OF THE RESTRICTIONS OF THE GUIDEWAY, THEN WE CONSIDER UTILIZING A SPLIT PLATFORM. AND THIS OFFSETS AS WELL FOR MORE SPACE FOR YOUR LEFT TURN LANES. THE CENTER PLATFORM OPTION AT ST. EDWARDS ALLOWS FOR THE STATION TO BE TO THE NORTH OF WOODWARD STREET. ALSO THIS ALLOWS FOR US TO HAVE A LITTLE BIT MORE FLEXIBILITY IN REGARD TO INGRESS/EGRESS TO THE STATION AND ACCESS TO THE UNIVERSITY. THE AREA FOR THE STATION IS NOT AS IMPACTED AS FAR AS REAL ESTATE. AND SO THIS IS AN OPTION THAT WE'VE MET WITH THE UNIVERSITY AS WELL AND DISCUSSED AND WILL CONTINUE TO FINALIZE THIS WITH THE COMMUNITY AS WELL. AND THIS SHOWS A TYPICAL LAYOUT FOR A CENTER PLATFORM STATION.

AGAIN, THIS OFFERS MORE COMFORTABLE WAITING SPACE FOR THE PASSENGERS AND ALSO ALLOWS FOR US TO HAVE SOME SAVINGS IN REGARD



TO THE AMENITIES THAT ARE LOCATED ON THE PLATFORM. SO NEXT WE CONTINUE TO PROGRESS FROM SOUTH CONGRESS AT ALTORF STATION. YOU CAN SEE THE MIXED RETAIL, FORMER TWIN OAK SHOPPING CENTER, THE H-E-B. AND THROUGHOUT THIS AREA, WE HAVE SOME DEVELOPMENT THAT WE COULD BUILD OFF OF THAT ALLOWS US ALSO TO WORK WITH THE BUS CONNECTIONS THAT ARE AT ALTORF. SO THAT IS ONE OF THE MAIN THINGS TO ENSURE. NOW WE ARE AT GRADE, THIS INTERSECTION, HOW THE PEDESTRIAN TRAFFIC WOULD ACCESS THE STATION TO AND FROM FOR BUS CONNECTIONS. SO THAT COMPLETES OUR FIRST TOUR FROM SLAUGHTER TO OLTORF FOR THE ORANGE LINE. NOW WE'LL TRANSITION TO WALK YOU THROUGH THE NORTH SECTION AND SO I'LL TRANSITION QUICKLY HERE TO SHOW YOU THE AREAS OF THE WORKING GROUPS FROM RUNDBERG TO NORTH LAMAR TRANSIT CENTER. THE FUTURE EXTENSION WOULD CONSIDER TO TECH RIDGE. AND THEN WE WOULD ALSO WANT TO HIGHLIGHT THAT WE ARE INCLUDING THIS AS PART OF THE NEPA PROCESS TO GET THAT APPROVAL TO EXPEDITE THE DESIGN AND IMPLEMENTATION ONCE FUNDING IS SECURED. SO HERE TO YOUR RIGHT, YOU CAN SEE THE TECH RIDGE STATION. IT IDENTIFIES ON THIS SLIDE THE EXISTING TECH RIDGE PARK AND RIDE. ALSO THERE'S RETAIL, APARTMENTS, THE CARMAX THAT'S LOCATED TO YOUR TOP LEFT. SO WE TRANSITION ACROSS 35 AND WE ARE AERIAL AT THIS POINT. SO THE TRACKS ARE ELEVATED. WE CROSS 35. AND WE START TO TRANSITION INTO THE GUIDEWAY BEFORE NORTH LAMAR, AND AS WE TRANSITION ONTO THE GUIDEWAY, THEN WE HAVE THE DIFFERENT IMPROVEMENTS THAT WOULD BE MADE FOR THE ROADWAY AND THE LIGHT

TURQUOISE BLUE SHOWS THE TRAFFIC LANES FOR THIS AREA. THE ORANGE SHOWS THE SIDEWALKS JUST AS A REMINDER, AGAIN, AS WE WALK THROUGH THE SLIDES. SO HERE, THIS AREA IS HEAVILY POPULATED WITH APARTMENTS AND BUSINESSES.

YOU SEE THE WALMART, THE LOWE'S, IDENTIFIED, AND THE HIGH SCHOOL.

NEXT THIS WALKS US THROUGH NORTH LAMAR AT PALMER STATION.

WE ALSO HAVE LOCAL BUS CONNECTIONS ON PARMER.

WE ALSO HAVE FUTURE METRO RAPID TO CONSIDER FOR BUS AND LIGHTRAIL.

THERE'S THE GOLDEN CORRAL IS IDENTIFIED AS APARTMENTS AND HOTEL IN THIS AREA THAT THIS IS A HIGH-TRAFFIC AREA AND PEDESTRIAN ACCESS

AREA. THE RESTRICTIONS IN THE GUIDEWAY, WE CHOSE TO PROGRESS THE 15% DESIGN WITH THE SPLIT PLATFORM ARRANGEMENT THAT ALLOWED FOR THE TURN LANES THAT YOU SEE LOCATED ON THE MAP. AS WE CONTINUE TO

TRANSITION FROM NORTH TO SOUTH, YOU SEE THE AREAS WHERE WE GO

THROUGH THE OFFICES THAT ARE LOCATED ON THE BOTTOM RIGHT, THE

WALNUT CREEK METROPOLITAN PARK, AND WE START TO HAVE MORE

INTERSECTION IMPROVEMENTS, ROADWAY IMPROVEMENTS, TO ENSURE WE

HAVE ADEQUATE TRAFFIC FLOW. AND AS WE CONTINUE, NORTH LAMAR AT

WALNUT CREEK, AERIAL TO THE BRIDGE, BACK DOWN TO GRADE AND

CONTINUE TO THE GUIDEWAY.

NOW BREAKER STATION.

AT BREAKER STATION WE ALSO HAVE BUS CONNECTIONS THAT WE WILL

ENSURE THAT WE HAVE CONNECTIVITY FOR OUR CUSTOMERS, AND WE ALSO

HAVE A SPLIT PLATFORM THAT'S SHOWN.

YOU HAVE THE ORACLE DATA CENTER, MIXED COMMERCIAL, CHINATOWN SHOPPING CENTER. A LOT OF OPPORTUNITIES FOR EMPLOYMENT FOR CUSTOMERS TO GET TO THEIR JOBS. WE CONTINUE TO TRANSITION FROM CHINATOWN TO MASTERSON. SO WORKING FROM YOUR RIGHT TO THE LEFT, THEN WE CONTINUE TO SHOW THE DIFFERENT DEVELOPMENTS AND MIXED COMMERCIAL THAT'S SHOWN THROUGH THE AREA. AND THEN WE CONTINUE FURTHER NORTH LAMAR TO RUTLAND DRIVE. IDENTIFYING THE ROAD IMPROVEMENTS, THE INTERSECTIONS, SIDEWALK, IMPROVEMENTS AS WELL. WE GET TO RUNDBERG STATION. AT THIS STATION, WE ALSO HAVE BUS CONNECTIONS THAT WE WILL ENSURE THAT WE HAVE THE PROPER CONNECTIVITY TO AND FROM BECAUSE OF THE RESTRICTIONS WITH THE GUIDEWAY, WE'RE SHOWING A SPLIT PLATFORM ARRANGEMENT FOR THIS STATION.

YOU ALSO CAN SEE THE APARTMENTS, THE RETAIL. SO THERE'S OPPORTUNITIES FOR PEOPLE TO UTILIZE THE SYSTEM TO GET TO DESTINATIONS THAT ARE LIVING IN THIS AREA IN THE APARTMENTS BUT ALSO TO GET TO DIFFERENT JOBS. SO WE CONTINUE AT GRADE IN THE CENTER OF THE GUIDEWAY. AND WE CROSS THE LITTLE WALNUT CREEK AREA. WE CONTINUE. WE SHOW THE IMPROVEMENTS OF THE INTERSECTIONS. WE SHOW THE RETAIL AND STORAGE AND MIXED COMMERCIAL LOCATED THROUGHOUT THIS AREA. THAT THEN GETS US TO THE NORTH LAMAR TRANSIT CENTER. SO AS WE PROGRESS THROUGH THE ALIGNMENT AT THIS POINT, WE TRANSITION AND WIDEN THE TRACKS FOR A CENTER PLATFORM ARRANGEMENT STATION WITH THE LOCATION OF THIS STATION, IT ALSO PUTS

US AT A POINT WHERE WE WOULD ENSURE THAT WE FOCUS ON THE CONNECTIVITY AND PEDESTRIAN CONNECTIVITY AND PEDESTRIAN TRAFFIC DUE TO THE EXISTING NORTH LAMAR TRANSIT CENTER IN THIS AREA. THIS IS SHOWING A PEDESTRIAN BRIDGE THAT WOULD ALLOW THE PEDESTRIANS TO GET ACROSS THE GUIDEWAY IN THIS AREA. AND TRANSITION TO THE NORTH LAMAR TRANSIT CENTER. SO THE ORANGE LINE, NORTH LAMAR TRANSIT CENTER CONTINUES AT GRADE. WE CONTINUE SHOWING MORE IMPROVEMENTS TO THE ROADWAY WITH THE LANES. THEN WE SHOW THE IMPROVEMENTS THAT WOULD BE MADE TO THE SIDEWALKS AT MYRTLE STREET.

THEN THE TXDOT RIGHT-OF-WAY TO THE CITY OF AUSTIN. THEN WE CONTINUE AND WORK OUR WAY TOWARDS CRESTVIEW STATION. AT CRESTVIEW STATION, THIS IS ONE OF THE MORE COMPLEX LOCATIONS WHERE YOU'LL START TO SEE TO THE FAR LEFT WHERE WE HAVE AN AERIAL STRUCTURE THAT BEGINS.

THE CURRENT CRESTVIEW LRT STATION IS ELEVATED.

AS WE TRANSITION, WE HAVE A FOCUS OF IMPROVING THIS AREA FOR ALL MODES OF TRANSPORTATION, FOR PEDESTRIAN TRAFFIC, FOR BICYCLES, FOR THE VEHICLES IN THE ROADWAY, WE'RE REALLY FOCUSED ON THIS AREA TO ENSURE WE HAVE THAT PROPER CONNECTION AND ACCESSIBILITY TO THE EXISTING RED LINE STATION.

>> YEAH, I THINK IT'S -- I'LL GIVE YOU A BREAK.

>> THANK YOU.

>> YOU'VE BEEN DOING THE YEOMAN'S WORK.

>> AS JOHN MENTIONED, THIS IS ONE OF THE MOST COMPLEX ONES IN THE PROGRAM.

THERE ARE EXISTING AT-GRADE FREIGHT, RAIL RUNNING PARALLEL TO AIRPORT BOULEVARD, THE EXISTING RED LINE SERVICE, WHICH WE ANTICIPATE TO BE INCREASED IN TERMS OF FREQUENCY. THIS IS A COMPLEX ROADWAY INTERSECTION, AND THERE'S ALSO A LOT OF NEW DEVELOPMENT ACTIVITY AROUND THIS INTERSECTION.

WITH THE ADDITION OF THE BLUE, THE ORANGE LINE AND THE BLUE LINE INTERLINED WITH IT, ADDING THAT ELEMENT INTO THIS ALREADY-COMPLEX, REQUIRES WE ARE GOING TO HAVE A GRADE SEPARATION BETWEEN THESE DIFFERENT MODES.

THE CURRENT DRAFT PROPOSAL SHOWS US GOING ELEVATED WITH THE ORANGE LINE IN THIS LOCATION TO BASICALLY AVOID THAT INTERSECTION WITH FREIGHT AS WELL AS BURYING THE RED LINE UNDERNEATH LAMAR. SO IT WOULD BE KIND OF A THREE-LEVEL SYSTEM AT THIS INTERSECTION TO KIND OF SEPARATE SOME OF THOSE MODES. I WILL SAY, I THINK THIS IS AN AREA WHERE WE'RE GOING TO REALLY BE LEANING ON THE COMMUNITY TO HELP US COME TO AN OPTIMIZED SOLUTION TO INTEGRATE ALL OF THESE ELEMENTS, RIGHT?

AS WELL AS THE KIND OF IMPROVED PEDESTRIAN EXPERIENCE AT GRADE. AS WELL AS CONNECTIONS TO THE VARIOUS TRANSPORTATION MODE. SO YOU CAN SEE FROM THE IMAGE, IT LOOKS LIKE A BIT OF A SPAGHETTI BOWL, AND THAT'S EXACTLY AND IT IS.

FOLLOWING THE PUBLIC MEETINGS IN JULY, WE'RE GOING TO BE DOING SOME

COMMUNITY DESIGN WORKSHOPS WITH THE COMMUNITY ON THIS SPECIFIC STATION IN THE AREA.

MORE TO COME THERE.

>> THANK YOU, PETER. SO NOW WE CONTINUE FROM NORTH LAMAR TO DENTON DRIVE, AND WE CONTINUE TO SHOW JUST WHERE WE'RE AT GRADE, SHOWING MORE MIXED COMMERCIAL. AND WE START TO GET TO THE AREA IN COORDINATION WITH DTS. THEN WE WORK TO NORTH LAMAR AT CANICK STATION.

HERE IN THIS LOCATION, WE'VE HAD MEETINGS WITH DPS AND THEY HAVE BEEN VERY SUCCESSFUL AT MINIMIZING THE IMPACTS TO THE GUIDEWAY IN THIS AREA IS IMPORTANT AS WELL, ENSURING THAT WE HAVE THAT INTERFACE WITH THE BUS CONNECTIONS IN THIS AREA AND IMPROVEMENTS TO THE ROADWAY. AS WE CONTINUE, THIS SHOWS THE GROUPS. WE CONTINUE AT GRADE GOING ACROSS NORTH LOOP. THERE'S FUTURE DEVELOPMENTS IN THIS AREA, APARTMENTS, THERE'S A HEALTH AND HUMAN SERVICES AREA AND COMPLEX. AND SO WE CONTINUE TO TRANSITION AT THIS POINT TO NORTH GUADALUPE. AND AS YOU SEE HERE, THE CENTER PLATFORM FOR THE TRIANGLE STATION.

THIS IS ANOTHER AREA THAT IS COMPLEX AS WE TRANSITION FROM LAMAR TO GUADALUPE. YOU CAN SEE THE LOCATION OF THE BUSINESSES, THE WALGREENS, THE APARTMENTS, THE RESIDENCES LOCATED IN THIS AREA THAT WOULD HAVE ACCESS TO AND FROM THE STATION. THE SLIDE THAT YOU SEE HERE IS NORTH GUAD LOOKING NORTH AT THE CURRENT CONDITION, EXISTING CONDITION.

THE PURPOSE IS TO SHOW YOU HOW TIGHT THE RIGHT-OF-WAY IS. IN THIS AREA, AS WE START TO TRANSITION, THEN YOU CAN SEE THE GUIDEWAY STARTS TO NARROW. AND GUADALUPE THEN HAS IMPACTS THAT WE ARE SHOWING THAT WE'VE WORKED WITH AUSTIN STATE HOSPITAL ON TO MINIMIZE THE AREA OF REAL ESTATE IMPACTS TO HYDE PARK.

SO THROUGHOUT THIS AREA, WE'VE BEEN SUCCESSFUL IN HAVING DISCUSSIONS AND MEETINGS WITH THE AUSTIN STATE HOSPITAL THAT HAS LED TO EXACTLY THAT TO MEET OUR GOAL TO MINIMIZE THOSE IMPACTS TO REAL ESTATE AT HYDE PARK. AS WE CONTINUE TO TRANSITION NEXT, WE GET TO HYDE PARK STATION AT THE AUSTIN STATE HOSPITAL.

AGAIN, AT GRADE IN THE CENTER OF THE GUIDEWAY.

AS YOU CAN TELL, NOT AS MANY TRAFFIC LANES IN THIS AREA BUT AT THE INTERSECTIONS THAT WE WANT TO ENSURE THAT WE HAVE THE PROPER FLOW AND PROPER LANES FOR ACCESS AT 38TH STREET. AND THEN THIS SLIDE SHOWS YOU THE -- THIS IS A SIDE PLATFORM ARRANGEMENT. SO NOW YOU'RE ON THE SOUTH SIDE OF 38TH STREET. AND SO YOU CAN SEE THE LOCATION OF THE STATION THERE THAT ALLOWS ACCESS TO AND FROM THE APARTMENTS AND THE BUSINESSES LOCATED IN THIS AREA. AS WE CONTINUE THROUGH THE ORANGE LINE, WE GET TO HEMP HILL PARK TO THE DRAG, AND THIS AREA HAS A LOT OF GROUPS THAT WE'VE BROKEN THIS INTO TO BE ABLE TO WORK WITH THE COMMUNITY AS PART OF THE COMMUNITY ENGAGEMENT PROCESS AS FAR AS LOCATION OF THE STATIONS, NAMING OF THE STATIONS, THE SIDEWALKS, THE BIKE AND PED LOCATIONS.

AS WE TRANSITION, WE SHOW THE DRAG AT 29TH STREET TO MLK. WE HAVE

THE HEMP HILL STATION ON THE FAR RIGHT, THE ONLY LOCATION WHERE WE HAD TANGENT TRACK, STRAIGHT TRACK AND NOT ON A GRADE OR INCLINE. SO GOING BACK TO THOSE STANDARDS THAT WE SPOKE TO EARLIER. SO WE SHOWED THE STATION OF HEMP HILL PARK LOCATED THERE. YOU SEE THE WEST CAMPUS FOR UNIVERSITY OF TEXAS. AND THEN WE TRANSITION INTO THE UT WEST MALL STATION ON GUADALUPE STREET. THIS AREA, OF COURSE, THESE ARE CURRENT PHOTOS OF THE AREA NOW. IT'S ALREADY ONE OF THE MOST CONGESTED AREAS OF THE ALIGNMENT. IT ALSO HAS ITS RESTRICTIONS DUE TO THE WIDTH OF THE GUIDEWAY AND BUSINESSES THAT ARE LOCATED ALONG IT.

WE HAVE THE DIFFERENT MODES OF TRANSPORTATION. WE HAVE VEHICLE TRAFFIC, AS WELL BUSES THAT YOU SEE ON THE BOTTOM RIGHT. SO OUR INSPIRATION IS TO ENHANCE THE DRAG THROUGHOUT THIS AREA. THIS IS ONE OF THE AREAS WE WANT TO HAVE A FOCUS WITH THE UNIVERSITY OF TEXAS ON SAFETY, SAFETY FOR THE STUDENTS, SAFETY FOR ALL OF THE PEDESTRIANS THROUGHOUT THIS AREA. AND THAT CUSTOMER EXPERIENCE, WE WANT THIS TO BE ONE OF THE AREAS WHERE WE IMPROVE THAT EXPERIENCE THAT'S THERE TODAY THAT WE FIT INTO THAT FABRIC OF THE COMMUNITY AND IT ACTUALLY BECOMES AN IMPROVEMENT TO THE BUSINESSES LOCATED THROUGHOUT. WE WANT TO MAINTAIN ACCESS AS WELL TO THE LOCAL BUS SERVICE IN ADDITION TO THE LIGHTRAIL SERVICE AND MAINTAIN THAT NORTH/SOUTH VEHICLE THROUGHPUT FOR THE AREA. THE MAIN IMPORTANT THING IS TO MAINTAIN THE HISTORIC UT CAMPUS EDGE. SOME OF THE OPTIONS THAT WE CONSIDER AS WE GO THROUGH THE DRAG



ARE DIFFERENT TYPES OF USES, OF SHARED USE FOR THE GUIDEWAY. YOU SEE PHOTOS AT THE TOP RIGHT FOR HOUSTON, BOTTOM RIGHT FOR DENVER. OPTIONS ARE LRT WITH PEDESTRIANS AND BIKES ONLY. YOU HAVE LRT AND BUS WITH PEDESTRIANS AND BIKES. PEDESTRIAN, BUS, BIKES, GENERAL PURPOSE USE. THEN YOU HAVE HYBRID APPROACHES. I FEEL ALL OF THESE AREAS AND OPTIONS THROUGHOUT THE DRAG WILL BE AREAS THAT WE WILL RECEIVE A LOT OF FEEDBACK FROM THE COMMUNITY AND WE WANT TO WORK WITH THE COMMUNITY TO ENSURE THAT WE HAVE A GREAT EXPERIENCE FOR THE COMMUNITY IN THIS AREA. THE NEXT SLIDES REALLY SHOW YOU SOME OF THE EXAMPLES THAT HAVE BEEN USED THROUGHOUT THE NATION. TO THE TOP LEFT, MINNEAPOLIS, YOU CAN SEE THE LIGHTRAIL SYSTEM ALONG WITH THE BUSES THAT ARE TRAVELING TO THE RIGHT. NEXT TO THAT IS AUCKLAND, NEW ZEALAND, PETER MULLEN'S FAVORITE. IF WE COULD PULL THIS OFF WITH ALL OF THE SPACE THAT THEY HAVE, THAT WOULD BE OUTSTANDING. THE LOCATION YOU SEE ON THE BOTTOM LEFT IS DENVER. AND IT SHOWS THE MIXED USE FOR RAIL AS WELL AS BOTTOM RIGHT OR DALLAS SHOWS A HYBRID APPROACH OF WHERE YOU HAVE THE LRT SYSTEM ALONG WITH TRAFFIC FOR GENERAL PURPOSE USE AND DELIVERIES. SO NEXT WE GET TO ANOTHER COMPLEX AREA IN WHICH WE GO FROM HEMP HILL PARK STATION AND 29TH STREET. SO HEMP HILL PARK, AGAIN, THIS AREA IS STRATEGICALLY LOCATED AS ONE OF THE ONLY AREAS WE HAD THAT WE COULD FIT THE STATION. BUT THERE ARE A LOT OF STREET IMPROVEMENTS IN THIS AREA THAT WE'RE FOCUSED ON.

>> YEAH, SO ONE OF THE THINGS -- SO WE'RE ZOOMING IN A LITTLE MORE  
DETAIL ON THE DRAG.

ONE OF THE THINGS THAT WE'RE LOOKING AT AT THE INTERSECTION OF 29TH  
STREET IS REALLY TRYING TO ENCOURAGE TRAFFIC TO GO OFF OF THE DRAG  
AND ACTUALLY DOWN SOME OF THE OTHER STREETS IN THE AREA. SO  
THAT'S A KIND OF AERIAL-WIDE TRAFFIC MANAGEMENT PLAN WE'RE WORKING  
ON. IT GIVES US THE OPPORTUNITY, I THINK, TO RETHINK THE INTERSECTION  
OF 29TH AND GUADALUPE AND CREATE NEW PUBLIC SPACE, KIND OF A PUBLIC  
PLAZA AREA AS PART OF THE REALIGNMENT OF SOME OF THE LANES AND THE  
INSERTION OF THE NEW LIGHTRAIL INTO THE SYSTEM.

>> U THAT -- THANK YOU, PETER. WE CONTINUE ALONG AND GET TO THE  
DEAN KEATON AND WEST CAMPUS LOCATION.

AS WELL HERE, YOU CAN SEE AT DEAN KEETON, WE HAVE THE THROUGHPUT  
THAT WOULD ALLOW YOU TO GET TO SAN ANTONIO STREET AS A ROAD  
IMPROVEMENT, AS WELL AS AT NEW ACES, AS WELL AS TO MAKE  
IMPROVEMENTS FOR TRAFFIC FLOW IN THESE AREAS.

WE GET TO THE CENTER PLATFORM STATION. HERE THE AREA STARTS TO  
WIDEN A LITTLE BIT, WIDEN THE TRACKS AND LOCATE IN THIS AREA, AND OF  
COURSE YOU'RE RIGHT AT THE UNIVERSITY OF TEXAS CAMPUS. AND OF  
COURSE, AS WE GO THROUGH THIS JUST ACCESS, INGRESS, EGRESS, TO AND  
FROM THE STATIONS, IS IMPORTANT AS WELL AS THE CONNECTIONS IN THIS  
AREA.

>> YEAH, SO WE OBVIOUSLY HAVE A LOT OF SLIDES ON THE DRAG BECAUSE  
IT'S A COMPLEX AREA. AND I THINK IT'S IMPORTANT TO RECOGNIZE WE'RE

BOTH ON THE ONE HAND MANAGING ALL THESE DIFFERENT MODES OF TRAVEL BUT IN THE PROCESS TRYING TO RE-ENFORCE IT AS A PLACE. AND I THINK THAT'S THE ATTITUDE AND THE MINDSET, THE FRAME THAT WE SEE ALL THIS WORK THROUGH. I WILL SAY, WE'RE TRYING TO TAKE THAT APPROACH AND DO THAT THROUGHOUT THE SYSTEM. WE'VE SPENT A LOT OF TIME ON THE DRAG, BUT IT APPLIES TO CRESTVIEW, TRANSIT CENTER, OLTORF, ALL OF THESE REALLY IMPORTANT MODES OF ACTIVITY THROUGHOUT THE ENTIRE PROGRAM.

>> SO NEXT MONTH IN JULY, THE BRIEFINGS WILL BE FOCUSED ON DOWNTOWN AND SOCO, AND THE STAKEHOLDER MEETINGS FOR THE ORANGE LINE FOR THE 15% DESIGN WILL BE THIS MONTH. DOWNTOWN AND SOCO AREAS, AGAIN, JUNE AND JULY.

SOLICITING COMMUNITY COMMENT FOR THE DESIGN FOR THE ORANGE AND BLUE LINES THROUGH THE SUMMER TO MEET OUR NEPA MILESTONE. AND THEN PUBLIC MEETINGS ON THE 15% DESIGN TO BE HELD IN JULY.

ALSO, AS NEXT STEPS, WE'LL CONTINUE TO WORK CLOSELY WITH THE CITY OF AUSTIN, TXDOT, THE STATE OF TEXAS, AS WELL AS ANY OTHER PARTNER AGENCY STAFF ON THE PROGRAM FOR COORDINATION.

THEN WE'LL HOLD OUR FIRST TECHNICAL ADVISORY COMMITTEE MEETING AS WELL THIS MONTH. SO THIS IS JUST A REMINDER SLIDE OF OUR KEY MILESTONES FOR THE ORANGE AND BLUE LINE, AND THAT CONCLUDES OUR PRESENTATION TODAY.

>> TAKE A DEEP BREATH.

(LAUGHTER)

THAT IS AN IMMENSE AMOUNT OF WORK.

>> YES.

>> SO THANK YOU. THIS IS A VERY COMPREHENSIVE UPDATE, AND I HOPE YOU'LL HAVE A MILLION QUESTIONS. DO Y'ALL HAVE -- YES, BOARD MEMBER ELKINS?

>> THANK YOU.

I ECHO WHAT MADAM CHAIR SAID. THERE WAS A LOT OF WORK THAT WENT INTO THIS.

AS A BOARD MEMBER, THIS IS HELPFUL SEEING THIS LEVEL OF DETAIL. GREAT JOB, VERY THOROUGH. I DO LIKE PETER'S AUCKLAND EXAMPLE. THAT WOULD BE SO COOL ON THE DRAG IF WE COULD DO SOMETHING LIKE THAT. I JUST HAD A QUESTION, AND THIS HAS TO DO KIND OF WITH THE LANE CONFIGURATIONS. YOU KNOW, AS MOST OF THESE LANES -- CORRECT ME IF I'M WRONG -- THERE ARE FIVE, IT'S TWO PLUS ONE PLUS TWO.

TWO LANES ON EACH SIDE AND A TURNING LANE.

SO MY QUESTION IS, GENERALLY WHAT ARE THESE LANES GOING TO LOOK LIKE IN A CONFIGURATION?

I WOULD IMAGINE AT MINIMUM, ONE LANE IS GOING, THAT TURNING LANE IS GOING. IT LOOKS LIKE THERE'S SOME AREAS LIKE NORTH GUADALUPE WHERE IT'S SO TIGHT THAT IS THE LANE CONFIGURATION GOING TO BE ONE PLUS ONE WHERE YOU'RE LOSING THREE LANES BECAUSE YOU DON'T HAVE ENOUGH ROOM FOR RIGHT-OF-WAYS?

AND THE OTHER QUESTION, KIND OF PART B OF THAT, ON-STREET PARKING.

ARE WE LOSING ON-STREET PARKING AND IF SO -- YEAH. THE REASONS I'M ASKING THE QUESTION IS WE'VE GOT TO BUILD A LINE AND WE'VE GOT TO WORK WITH WHAT WE HAVE. SO MY CONCERN HAS TO DO WITH WHAT IS FUTURE TRAFFIC GOING TO LOOK LIKE IF YOU'RE GOING FROM FIVE LANES TO TWO, FIVE LANES TO FOUR?

WHAT'S IT GOING TO DO WITH RESPECT TO ON-STREET PARKING AND BUSINESS IMPACT ASSOCIATED WITH THAT?

>> YES, WE CONTINUE TO FOCUS ON AREAS WHERE WE CAN HAVE THE TWO LANES IN EACH DIRECTION WHERE WE CAN HAVE LEFT TURN LANES AT SIGNALIZED INTERSECTIONS TO CONTROL TRAFFIC. WHERE THE ALIGNMENT IS REFINED, THERE ARE AREAS WHERE THERE WOULD BE ONE LANE IN EACH DIRECTION. AND THEN WE WOULD HAVE AREAS WHERE WE WOULD HAVE REAL ESTATE IMPACTS TO INCLUDE A LEFT TURN LANE. SO THERE ARE THOSE DIFFERENT TYPES OF SCENARIOS THROUGHOUT THE ALIGNMENT.

>> AND WE SHOULD SAY IT'S A HUGE PART OF THE WORK WE'RE DOING RIGHT NOW AND WANT TO JUST GIVE A SHOUTOUT TO OUR CITY PARTNERS BECAUSE OBVIOUSLY WE'RE HAND IN GLOVE TRYING TO FIGURE ALL THIS OUT AND MAKE IT ALL WORK. SOUTH OF THE TRIANGLE, WE ARE GOING TO BE REDUCING THE NUMBER OF LANES, RIGHT?

BECAUSE YOU'RE RIGHT, THAT IS A TIGHT STRETCH OF RIGHT-OF-WAY. AND ONE OF THE THINGS IS WE PROBABLY WILL BE REDUCING SOME OF THE LEFT-HAND TURN LANES BECAUSE THERE'S A CONFLICT WITH THE GUIDEWAY AT THE CENTER OF THE STREET. SO THAT'S SOMETHING FOR SAFETY PURPOSES THAT WE'RE CONSTANTLY TRYING TO MANAGE.

SO REALLY, IT'S A QUESTION OF WHERE ARE THE IMPORTANT, NECESSARY PLACES TO MAINTAIN LEFT-HAND TURN LANES?

AND THEN, YOU KNOW, TRYING TO, AGAIN, MAKE THOSE DECISIONS WISELY WITH OUR PARTNERS AT THE CITY. BUT THAT'S PART OF THIS COMMUNITY PROCESS IS, TOO, SHARING THIS INFORMATION SO WHEN WE COME OUT IN JULY, WE'LL HAVE AN IN-PERSON MEETING WHICH I THINK WE'RE ALL REALLY LOOKING FORWARD TO, WHERE WE LAY OUT THESE DRAWINGS BIG SCALE SO PEOPLE CAN GET IN THERE, SEE WHAT THE CURRENT ALIGNMENT LOOKS LIKE.

THE OTHER THING TO POINT OUT, THIS IS 15%, RIGHT?

IT'S PRELIMINARY, RIGHT?

THE WHOLE POINT IS TO GET IT OUT THERE, TAKE A LOOK AT IT, GET THE FEEDBACK, AND THEN WE CAN CONTINUE TO REFINE IT.

>> APPRECIATE THAT. I THINK DOWN THE ROAD, IT WOULD BE HELPFUL WHEN YOU DO THESE WHERE YOU SHOW THE EXISTING AND PROPOSED LANE CONFIGURATIONS, HOW WE MANAGE THAT. SO THANK YOU.

>> THANK YOU.

DO WE HAVE ANY MORE QUESTIONS OR COMMENTS?

>> MADAM CHAIR?

>> YES.

>> I ALWAYS ENJOY THIS.

I FEEL LIKE I'M ON THE TRAIN MOVING.

SO THESE ARE ALWAYS VERY GOOD. A LOT OF HARD WORK, CLEARLY.

I REALLY WANT TO PUSH US TO HAVE ASPIRATION BRIEFINGS FOR OTHER

AREAS.

THERE ARE OTHER SPACES THAT WE HAVE AN OPPORTUNITY TO MAKE THEM AUSTIN-DEFINED PLACES.

I KNOW WE MAY BE THINKING IT, BUT I WANT TO SEE IT. SO WHAT THOSE ARE. I DON'T KNOW IF WE USE THOSE TERMS, ASPIRATIONS AND PRECEDENCE, JACKIE, WHEN WE HAVE THE COMMUNITY MEETINGS SO WE'RE CONSISTENT SO THAT PEOPLE START THINKING IN THAT WAY SO THAT WE PRESENT IT IN THAT WAY. BECAUSE WE'RE TALKING ABOUT COMMUNITIES THAT DON'T NORMALLY HAVE A VOICE. AND WE HAVE AN OPPORTUNITY TO GIVE THEM A VOICE IN A VERY BIG WAY AND MAKE THEIR SPACES DEFINED SPACE WHERE IT'S NOT JUST MIXED RETAIL, MCDONALD'S, BLAH, BLAH, BLAH, BLAH, BLAH, BLAH. SO I REALLY WANT TO SEE US PUSH TO THAT TO MAKE THAT HAPPEN.  
>> (OFF MIC).

>> YEAH, SURE. SO YOU KNOW, ONE OF THE THINGS THAT JOHN REFERENCED IN HIS WALK-THROUGH IS THAT, YOU KNOW, WE HAVE BROKEN THE ALIGNMENT BECAUSE IT'S SO LONG, INTO THESE SORT OF SUBAREAS, GEOGRAPHIC SUBAREAS, THESE WORKING GROUPS.

ONE OF THE THINGS THAT JACKIE AND HER TEAM ARE WORKING ON IS TRYING TO REALLY BUILD THAT COMMUNITY WITHIN THAT SMALLER AREA SO THAT WE CAN FOCUS ON THOSE NEIGHBORHOODS AND HEAR FROM THE COMMUNITY AND BRING THAT ASPIRATIONAL APPROACH TO THOSE AREAS IN THOSE OTHER NEIGHBORHOODS FOR SURE.

>> THAT'S GOOD. SO I'M NOT IN THOSE MEETINGS, SO I DON'T KNOW WHAT HAPPENED IN THERE. SO I JUST WANTED TO MAKE SURE THAT WE'RE

BRINGING THAT TO THIS BODY SO THAT WE CAN ENCOURAGE AND SUPPORT IT WHEN WE CAN AND CANNOT. BECAUSE WE'RE TALKING ABOUT COMMUNITIES -- BECAUSE WE'LL BE ACCUSED OF NOT DOING IT IF WE DON'T TALK ABOUT IT. AND WE WON'T DO IT IF WE DON'T PUT IT ON PAPER AND MAKE IT REAL. THANK YOU VERY MUCH. THE OTHER THING I WAS GOING TO SAY IS, NO PEOPLE, NO COMMUNITY CLINICS OR PEOPLES WITHIN THE TEN-MINUTE WALK ALONG THAT WHOLE STRETCH?

THERE'S NOTHING THERE?

>> YOU KNOW, I DON'T KNOW THE ANSWER TO THAT.

AND WE'LL DO A -- WE'LL SORT OF RUN THAT FILTER OVER THE SYSTEM TO IDENTIFY WHERE THOSE ARE.

>> OKAY.

>> THAT'S A GREAT POINT, THANK YOU.

>> OKAY, BECAUSE MAYBE THEY ARE FOOD DESERTS. MAYBE H-E-B IS THE ONLY MARKET, THE ONLY GROCERY. THAT WOULD BE INTERESTING TO KNOW SO WE IDENTIFY. BECAUSE THE THREE KEY THINGS ARE EDUCATION -- I KNOW WE HAVE ONE ELEMENTARY, ONE HIGH SCHOOL, ONE MIDDLE SCHOOL. SO EDUCATION, ST. ED'S, OF COURSE, AND UT, OF COURSE. SO EDUCATION, HEALTHCARE, AND FOOD. SO IF WE COULD MAKE THAT A PART OF THE -- EVEN IF IT'S CONNECTING WITH A BUS -- NOT TO BUSY UP THE CHART, BUT MAYBE HAVE ANOTHER ONE THAT'S SPECIFIC TO THAT.

>> AGAIN, I THINK WHEN WE GET INTO THE WORKING GROUP LEVEL, WE'LL BE DOING A LOT OF IDENTIFYING WHERE THOSE ASSETS ARE AND MAKING SURE WE'RE TYING AND CONNECTING TO THOSE COMMUNITY ASSETS AS WELL.



>> WE MIGHT POINT SOMETHING OUT TO THE COMMUNITY THAT THAT IS A FOOD DESERT. I MEAN, WE MAY BE INFORMING SOMETHING ELSE.

>> THANK YOU, DR. BURNETTE. DO WE HAVE ANY OTHER COMMENTS? BOARD MEMBER STRATTON?

>> THANK YOU, MADAM CHAIR.

FIRST, A COMMENT. I WILL SAY THAT OVER THE YEARS I HAVE HEARD A LOT OF FEEDBACK FROM FOLKS WHO HAVE COMPLAINED ABOUT DIFFERENT WAYS THAT THE DOWNTOWN SECTION HAS BEEN REIMAGINED. FOLKS MOSTLY UP IN -- I'LL SAY A LOT OF THE COMMENTS HAVE COME FROM FOLKS IN MY NECK OF THE WOODS WHO LIVE IN NORTHWEST AUSTIN WHO HAD REASON TO DO BUSINESS IN THE GUADALUPE AREA AND CENTRAL AUSTIN AND WERE CONCERNED ABOUT OR EXPRESSED COMPLAINTS AND CONCERNS ABOUT THE CHANGING OF THE LANES, REDUCTION OF LANES, THINGS THAT HAVE BEEN DONE WHICH LARGELY HAD EITHER BEEN CITY OF AUSTIN OR EVEN AUSTIN IN CONJUNCTION WITH CAPITAL METRO. BUT ONE OF THE OTHER THINGS I ALSO HEAR PEOPLE COMMENT ON IS -- AND IN FACT, I WILL CONFESS YOU KNOW, LATELY HERE, I'M ONE OF THE ONES THAT SAY IT TOO.

I JUST DO MY BEST TO STAY AWAY FROM DOWN THERE BECAUSE OF THE TRAFFIC ISSUES BECAUSE IT IS SO DAGGUM DIFFICULT TO GET A CAR DOWN INTO THE DRAG AREA, DOWN INTO THE -- YOU KNOW, AND EVEN FROM GUADALUPE AND MLK TO WHAT WE CONSIDER THE DOWNTOWN CORRIDOR FROM THERE BEYOND. IF YOU'VE GOT TO DRIVE ALONG THAT AREA, ALONG GUADALUPE AND NORTH LAMAR. I REALIZE THIS IS GOING TO BE A VERY DIFFICULT PROJECT BECAUSE YOU'RE DEALING WITH EXISTING

INFRASTRUCTURE THAT HAS BEEN THERE FOR LITERALLY, YOU KNOW, 100 PLUS YEARS. BUT I WANT TO COMMEND YOU GUYS AS A TEAM THAT I FEEL LIKE YOU'RE, ONE, STARTING OUT REALLY THINKING VERY INNOVATIVELY AND DOING YOUR BEST TO TRY TO ALSO RECOGNIZE THAT THERE ARE CONCERNS BECAUSE THE PEOPLE THAT UTILIZE THESE ROADWAYS ARE, YES, THE LOCAL COMMUNITY, BUT ALSO YOU'VE GOT PEOPLE FROM OUTSIDE THAT COME IN THAT HAVE BEEN USING IT. BUT I WOULD SUBMIT THAT ONE OF THE MAIN REASONS -- AND I THINK I SEE PEOPLE GET SO FRUSTRATED ABOUT THIS IS BECAUSE THERE HASN'T BEEN A PLAN.

A BIG, LONG-TERM PLAN. AND THAT WE ARE, THAT THE BIG LONG-TERM PLAN. PROJECT CONNECT AND 60% PLUS OF THE VOTERS SAID YES WE WANT TO DO THIS AND WILLING TO PUT TAX DOLLARS BEHIND IT. THAT'S WHAT THIS IS NOW. I CAN'T SPEAK FOR EVERYONE, OF COURSE, BUT ME PERSONALLY, IF I KNOW THAT I CAN LEAVE MY CAR AT THE LAKE LINE STATION, TAKE THE RED LINE TO CRESTVIEW AND TRANSFER TO THE ORANGE LINE TO GET DOWN TO UT OR TO DOWNTOWN AUSTIN, I'M GOING TO DO MY BEST TO AVOID USING THE CAR NOW THAT I DON'T HAVE TO TRY TO TIME MY ROUTES TO GET AWAY AND AROUND THE DIFFERENT DOWNTOWN TRAFFIC ISSUES THAT ARE HAPPENING AT ONE POINT OR ANOTHER. SO I APPRECIATE Y'ALL LOOKING INTO THIS, THINKING ABOUT IT.

I REALIZE THERE'S GOING TO BE AN AWFUL LOT OF MODELING THAT YOU GUYS ARE GOING TO HAVE TO DO, BOTH INTERNALLY AND WORKING IN CONJUNCTION AND PARTNERSHIP WITH CITY OF AUSTIN. THANK YOU FOR DOING THAT.

I REALLY APPRECIATE THAT. JUST KEEPING THAT IN MIND THAT -- I THINK ALSO IT'S GOING TO BE -- THAT WHAT WE DO UP HERE FROM THIS DAIS AND HOW WE APPROACH THIS AND THE THINGS WE SAY TO THE COMMUNITY IS GOING TO MATTER, TOO, ABOUT WHAT OUR VIEW OF THIS IS AND HOW IMPORTANT IT IS TO CONTINUE TO MOVE THE -- I GUESS TO MOVE THE TRAIN DOWN THE TRACKS ON THAT ONE. THE ONE QUESTION, I GUESS, I DID HAVE JUST AS A POINT OF CLARIFICATION.

ON THE SOUTH SIDE, IT SEEMS PRETTY CLEAR IN TERMS OF THE DIFFERENCE BETWEEN THE INITIAL FUNDING PLAN AND THEN THOSE DOTTED LINES. IT SEEMS VERY CLEAR BECAUSE THE STATE RIGHT-OF-WAY PRETTY MUCH BEGINS RIGHT THERE, RIGHT PAST THE STASNY STATION THERE. I KNOW WE'RE ACTUALLY GOING OFF GRADE ANYWAY BECAUSE OF WILLIAMSON CREEK.

SO THAT MAKES SENSE TO ME.

WHAT I GUESS THIS KIND OF CAME AS A SURPRISE TO ME IS LOOKING ON THE NORTH SIDE OF THINGS THAT I ALWAYS -- I WAS ALWAYS UNDER THE IMPRESSION THAT THE TXDOT RIGHT-OF-WAY DID NOT BEGIN UNTIL NORTH OF 183 AND OSTENSIBLY AT THE NORTH LAMAR TRANSIT CENTER. WHAT I'M SEEING IS IT REALLY BEGINS SOUTH OF THAT AT MORROW STREET. SO I GUESS MY QUESTION IS, HAVE WE -- YOU KNOW, HOW MUCH BUY-IN CONVERSATION HAVE WE HAD WITH TXDOT ALONG THIS VERY TINY -- I MEAN, IN TERMS OF THE BIG SCOPE OF THIS, THAT TINY STRIP BETWEEN MORROW STREET AND 183 TO GET TO OUR TRANSIT CENTER TO BE ABLE TO UTILIZE THAT EXISTING RIGHT-OF-WAY FROM WHERE THE CITY'S ENDS AND WHERE

THEIRS BEGIN?

AND HAVE WE BEEN LOOKING INTO AND STARTED FACTORING IN A CONTINGENCY PLAN IF THEY'RE NOT ABLE, READY, WHATEVER IT MIGHT BE, TO GET US THAT TINY LITTLE QUARTER MILE, WHATEVER IT IS, TO GET FROM MORROW STREET TO THE NORTH LAMAR TRANSIT CENTER?

>> I CAN TELL YOU THAT WE HAVE BEEN WORKING WITH TXDOT. WHAT I CAN'T TELL YOU IS IF THERE'S A CONTINGENCY PLAN. THE DISCUSSIONS SO FAR THAT HASN'T BEEN A CONCERN THAT HAS GUIDED US TO LOOK FOR A CONTINGENCY PLAN, BUT THAT'S SOMETHING YOU BRING UP. THAT'S A GOOD POINT. WE MAY WANT TO MAKE SURE THAT WE CONSIDER.

>> OKAY. YEAH, I THINK THAT NEEDS TO BE -- IT SHOULD BE ON THE RADAR SCREEN.

I REALIZE THAT THE DOTTED LINES ARE YEARS OUT, CLEARLY, BUT -- AND THE PLAN, I THINK WHEN WE ALL WENT INTO THIS WAS THAT WOULD BE THE CASE. WE'D STUDY IT, LOOK AT IT, HAVE IT READY AND WE COULD GET THERE. THAT LITTLE SEGMENT THERE, WE DON'T WANT -- WE ALREADY HAD ONE THING HAPPEN WITH THE LEGISLATURE THIS SESSION, YOU KNOW, AS IT RELATED TO GETTING -- WORKING WITH THE STATE AND TRYING TO BE IN GOOD FAITH EFFORTS WITH PARTNERSHIP. I REALIZE THAT'S THE LEGISLATURE ITSELF AND NOT TXDOT.

I THINK WE'D WANT TO MAKE SURE WE HAVE OUR DUCKS IN A ROW AND A BACKUP PLAN JUST IN CASE.

>> I WOULD JUST ADD IN, BOARD MEMBER, YOU KNOW, WE'VE BEEN IN VERY EXTENSIVE CONVERSATIONS WITH TXDOT. IT'S IMPORTANT TO SAY WE'RE

15% DESIGN. YOUR COMMENTS ARE CERTAINLY UNDERSTOOD BY THE TECHNICAL TEAM.

I CAN ASSURE THE BOARD THAT WE ARE WORKING WITH OUR PARTNERS ON THIS TOPIC.

>> DO YOU HAVE ANY FURTHER QUESTIONS, BOARD MEMBER STRATTON?  
NO?

YEAH, GINA?

>> FIRST OF ALL, I WANT TO JUST COMMEND YOU ON THIS PRESENTATION. I'VE SEEN IT A FEW TIMES. AND EACH TIME I SEE IT, I'M REALLY IMPRESSED WITH IT. YOU'VE TAKEN WHAT IS REALLY, YOU KNOW, SUCH A COMPLEX DESIGN ELEMENT, AND YOU'VE DISTILLED THEM DOWN, TAKEN INTO CONSIDERATION UNIQUE ATTRIBUTES OF EACH STATION. AND I KNOW THAT YOU'RE WORKING CLOSELY WITH OUR TEAMS. BUT YOU KNOW, YOU TALK ABOUT PLACE MAKING, TALK ABOUT TAKING INTO CONSIDERATION THE TRAFFIC MODELS AND THE DIFFERENT USES AROUND EACH STATION, AND THAT'S REALLY IMPRESSIVE. I KNOW THAT OUR TEAMS ARE WORKING TOGETHER WITH ATD AND THE PROJECT CONNECT OFFICE AS WELL AS THE COMMUNITY. AND AS WE THINK ABOUT, YOU KNOW, SOUTH CONGRESS PRESENTS ITS OWN CHALLENGES IN TERMS OF LANE CONFIGURATIONS, BUT THERE'S ALSO OPPORTUNITIES, YOU KNOW, FURTHER UP, CLOSER TO TECH RIDGE, AND IN THE GUAD THAT HAVE THOSE UNIQUE ATTRIBUTES. JACKIE, TOO, I HAVE TO RECOGNIZE YOU. AS YOU GO OUT TO THE COMMUNITY AND YOU PRESENT THESE DESIGNS, YOU ARE SO OPEN TO VENT ONLY, YOU KNOW, HEARING WHAT THE COMMUNITY HAS TO SAY BUT

LISTENING TO THEM.

THAT'S A UNIQUE ATTRIBUTE. AND AS YOU GO OUT, I'M HEARING NOTHING BUT REALLY GREAT THINGS ABOUT THE EFFORTS AND I THINK THAT YOUR PRESENTATION TODAY JUST GOT TO THE HEART OF THE PARTNERSHIP AND, YOU KNOW, I SEE THE DESIGNS.

I LIKE NEW ZEALAND AS WELL, BUT I KNOW YOU'D BE LOOKING AT LOTS AROUND THE COUNTRY AND AROUND THE WORLD. AND I KNOW THAT YOU HAVE A TRIP PLANNED SOON. I'D ENCOURAGE YOU TO REALLY, YOU KNOW, LOOK AT THOSE THROUGH THE LENS OF WHAT ARE THE UNIQUE ATTRIBUTES THAT WE CAN BRING TO MAKE THIS TRULY AUSTIN.

>> THANK YOU VERY MUCH FOR THAT. IT'S TRULY A TEAM EFFORT THAT THE CITY STAFF, THE ATP STAFF, CAPMETRO STAFF HAVE REALLY, REALLY WORKED VERY HARD ON.

THE EXCITING PART IS THAT WHEN YOU SEE THE NEW TEAM MEMBERS THAT WERE INTRODUCED TODAY, THEY'RE TEAM MEMBERS THAT ARE PART OF EACH OF THE DIFFERENT AREAS THAT ARE PARTNERING WITH US AND WORKING TOGETHER TO MAKE THIS HAPPEN AND MAKE IT SUCCESSFUL. AND THAT'S EXCITING.

>> AND I KNOW THESE ARE EARLY STAGE DESIGNS. AND THERE ARE SOME EXISTING PLANS THAT THE COMMUNITY HAS HAD FOR SOME OF THESE AREAS, AND I KNOW THAT YOU'VE RECOGNIZED THAT AS WELL.

>> THANK YOU. MAYOR ADLER?

>> THANK YOU. WHAT IS THE DEVICE THAT YOU USE?

HOW IS THAT GOING TO WORK WHEN YOU'RE IN THE CENTER LANE AND YOU

MOVE FROM THE CENTER LANE TO THE SIDE?

IS THAT A SIGNALIZED OPERATION THAT ALMOST LOOKS MID BLOCK?

HOW DOES THAT WORK DOWN SOUTH AS YOU'RE COMING TOWARD?

>> ARE YOU REFERRING TO THE GUIDEWAY, THE LIGHTRAIL SYSTEM ITSELF  
OR THE ROADWAY?

OR BOTH?

>> THE GUIDERAIL AS IT MOVES.

>> MAYOR, MAYBE TOWARDS THE STASSNEY EXAMPLE, MAYBE YOU WANT TO  
BRING THAT SLIDE BACK UP FOR THE MAYOR AND WALK THROUGH HOW THE  
SIGNALIZED OPERATION WOULD WORK THERE.

>> I'VE GOT TO GO BACK TO THE BEGINNING.

>> YOU HAD IT.

>> SORRY.

>> YES.

>> SO IN THIS AREA, AS FAR AS THE MOVEMENT FOR THE TRACKS, THIS IS ALL  
DONE BY THE SIGNALING SYSTEM FOR THE LIGHTRAIL TRAIN SYSTEM. SO WE  
WILL BE USING COMMUNICATION-BASED TRAIN CONTROL SYSTEM.

>> IS THAT LIKE AN AT-GRADE CROSSING THAT WE SEE RIGHT NOW?

>> YES, SO THAT'S WHERE THE INTERFACE WITH THE ROADWAY, THE GRAY  
CROSSING, THE GRAY CROSSING SAFETY EQUIPMENT, YOUR GATES, BELLS,  
WHISTLES, THINGS YOU TYPICALLY MAY BE USED TO.

WE'RE ACTUALLY DESIGNING THE SYSTEM TO BE A LITTLE BIT DIFFERENT AS  
FAR AS THE CONTROL OF THE SYSTEM TO WHERE YOU WOULD HAVE THOSE  
WARNING SYSTEMS, BUT YOU WOULD HAVE INTERFACE WITH THE TRAFFIC

SIGNALING SYSTEM FOR THE ROADWAY. SO AS IT TRANSITIONS, YOU ACTUALLY WOULD HAVE AN INTERSECTION FROM A TECHNOLOGY STANDPOINT, YOU WOULDN'T HAVE ALL OF THE GATES AND DIFFERENT THINGS YOU WOULD SEE. THE SIGNALING SYSTEM AND TRAFFIC SIGNALS WOULD CONTROL IT.

>> THAT'S HELPFUL. THANK YOU. YOU KNOW, A LOT OF THE LOSS OF LANE IS SOMETHING THAT THERE'S OBVIOUSLY PEOPLE ALL OVER THE CITY CONCERNED ABOUT THOSE KINDS OF ISSUES.

WE'VE DONE THAT NOW DOWNTOWN IN LOTS OF PLACES.

I DON'T KNOW, GINA, IF YOU CAN SPEAK TO IT NOW OR SOMETHING THEY COULD COME BACK. BUT IN TERMS OF THE ACTUAL TIMING AS PEOPLE MOVE THROUGH DOWNTOWN AND THE IMPACT OF THE LOSS OF LANES IS NOT WHAT PEOPLE THINK. IT ACTUALLY IS SOMETHING THAT STILL MOVES TRAFFIC THROUGH, EVEN THOUGH YOU'VE LOST THOSE LANES.

I DON'T KNOW IF THAT'S SOMETHING YOU CAN SPEAK TO HERE.

IF NOT, I THINK THAT CASE STUDY WOULD BE GOOD TO COME BACK TO THE BOARD AND TALKING ABOUT IT.

>> THANK YOU FOR BRINGING THAT UP. WE DO HAVE ATD THAT DID TRAFFIC STUDIES AND TIMING.

WE'VE MADE TIMING CHANGES TO SOME OF THE PEDESTRIAN CROSSINGS DOWNTOWN AND WHAT WE'VE FOUND IS THEY GENERALLY MAKE IT SAFER FOR THE PEDESTRIAN AND ALSO KIND OF SMOOTH OUT THE TRAFFIC FLOW. THAT WOULD BE A GREAT TOPIC FOR US TO COME BACK TO.

>> I THINK THAT WOULD BE REALLY HELPFUL BECAUSE IT'S



COUNTERINTUITIVE THAT WHEN YOU LOSE A LANE, IT'S HARD TO GET THROUGH DOWNTOWN, BUT NOT BECAUSE OF THE NUMBER OF LANES. IT'S HARD TO GET THROUGH DOWNTOWN BECAUSE EVERYBODY AT 4:30 STARTS LEAVING WORK, AND THAT'S WHAT CREATES THAT ISSUE. SO THAT KIND OF CASE STUDY, I THINK, WOULD BE A GOOD THING TO COME BACK AND GIVE KIND OF A PUBLIC AIRING OF THAT. AND THEN THE LAST THING I WOULD SAY IS, AGAIN, TO THE -- AND THE -- YOU KNOW, WHEN YOU MOVE PEOPLE'S CHEESE, YOU KNOW, WHEN YOU MAKE CHANGES, THAT'S ALWAYS HARD. I AM SO LOOKING FORWARD TO WHAT THE DRAG AS A PLACE CAN BE ONCE YOU REWORK THAT AREA. I MEAN, THAT COULD BE SUCH AN INCREDIBLY POPULAR AND PEDESTRIAN AND BIKED, TRAFFICKED AREA IN THE CITY. IT'S GOING TO BE SIGNIFICANTLY DIFFERENT, WHICH IS WHY PEOPLE ASK ABOUT THAT BECAUSE IT'S THE MOST CONSTRAINED. BUT MORE THAN ANY OTHER PLACE YOU HAVE SHOWN US THUS FAR, THAT HAS THE GREATEST UPSIDE POTENTIAL FOR ME IN TERMS OF USING THIS TO CREATE AN AMENITY THAT REALLY DOESN'T EXIST IN THIS CITY RIGHT NOW. THE DRAG HAS ALWAYS BEEN KIND OF, TO ME, AN AWKWARD AND UNDERUTILIZED PART OF CAMPUS. BUT IT HAS INCREDIBLE POTENTIAL. I LIKE THE PICTURE OF AUCKLAND, TOO. THE OTHER ONE I WOULD URGE YOU TO TAKE A LOOK AT THAT MIGHT BE A GOOD STUDY IS DIANE AND I TRAVELED TO IRELAND, WENT TO DUBLIN. AND DUBLIN RETROFITTED THEIR CITY WITH SIMILAR KIND OF DOWNTOWN RAIL, A LITTLE DIFFERENT THAN THIS. AND THE ONE PART OF THEIR PLAN WHEN THEY SET DOWN TO THE PLAN LIKE THIS THAT BECAME THE MOST CONTROVERSIAL AND MOST BATTLED LEADING INTO IT, I'M TOLD. I TOOK

DIANE DOWN TO THEIR TRAFFIC CONTROL CENTER FOR THE AFTERNOON  
BECAUSE I KNOW HOW TO SHOW A GIRL A GOOD TIME.

(LAUGHTER)

AND THEN THE AREA THAT WAS MOST FOUGHT AFTER WAS AN AREA WHERE  
THEY HAD, LIKE, SIX LANES ALL COMING TOGETHER IN A TRAFFIC CIRCLE.  
AND IT WAS THE MOST CONGESTED SPOT OF THEIR DOWNTOWN AREA. AND  
THEIR PLAN CALLED FOR THEM TO REMOVE ALL CARS FROM THAT  
INTERSECTION. AND PEOPLE JUST WENT -- SOME PEOPLE WENT APOPLECTIC  
AT THE THOUGHT THAT YOU WOULD DO THAT. AND THEN WITHIN TWO, THREE  
YEARS OF IT HAVING BEEN DONE, THE MOST POPULAR PART OF THEIR  
DOWNTOWN TRANSIT SYSTEM IN TERMS OF HOW IT'S BEEN BUILT OUT WITH  
COMMERCIAL ESTABLISHMENTS AND NOW OPEN UP TO THAT AREA.  
THERE'S A LOT MORE TRAFFIC. PEOPLE WHO ARE THERE ARE BUYING MORE  
THAN PEOPLE DID BEFORE BECAUSE IT'S NEAR IMPOSSIBLE TO GO INTO ANY  
OF THOSE COMMERCIAL PLACES AND DEAL WITH THE CAR TRAFFIC.  
YOU JUST CAN'T GET THERE. BUT TO HAVE THAT MANY PEOPLE COME AND BE  
ABLE TO USE THE SHOPS, IT CHANGED THE ORIENTATION OF THE KIND OF  
SHOPS THEY HAD. NO CARS. AND I'M LOOKING FORWARD TO SEEING THAT  
SOMEDAY IN THE DRAG AREA.

VERY EXCITED ABOUT IT.

>> THANK YOU.

>> THANK YOU, MAYOR. YES?

>> JUST TO PIGGYBACK ON WHAT THE MAYOR SAID. I'VE SPENT TIME IN TIMES  
SQUARE, AND THAT'S AN EXCELLENT EXAMPLE, ELIMINATING THE CARS.

PEOPLE WERE CONCERNED ABOUT IT AND NOW PEOPLE LOVE IT.

YOU CAN SEE WHAT THAT MIGHT DO FOR THE DRAG.

JUST ONE KIND OF COMMENT, AND THIS IS PROBABLY A QUESTION THAT MAY BE MORE APPROPRIATE FOR ANOTHER YEAR DOWN THE LINE AS WE GET FURTHER ALONG.

WE SEE ALL THE TRANSIT CENTERS AND NEXT MEETING WE'LL TALK ABOUT REPUBLIC SQUARE.

WHAT'S THE EARLY VISION FOR CUSTOMER AMENITIES, COFFEE SHOPS, THINGS LIKE THAT?

YOU CAN'T DO THAT ON ALL OF THEM, BUT PERHAPS ON THE TRANSIT CENTERS?

AND CERTAINLY PUBLIC SQUARE, RETAIL, TRANSIT-ORIENTED DEVELOPMENT AND SELFISHLY THINKING ABOUT THE REVENUE LINE ITEM.

>> YEAH, I THINK OBVIOUSLY REAL ESTATE IS LIMITED IN A LOT OF PLACES, BUT WHERE WE HAVE THOSE OPPORTUNITIES, WE CERTAINLY WANT TO TAKE ADVANTAGE OF THEM. IN ADDITION, I WILL SAY -- MAY NOT BE SO MUCH OF A REVENUE OPPORTUNITY, BUT WORKING WITH DEVELOPERS AND PROPERTY OWNERS ADJACENT TO STATIONS IS SOMETHING THAT THOSE CONVERSATIONS WITH ALREADY STARTING, RIGHT?

BECAUSE -- AND I THINK THERE WILL BE OPPORTUNITIES IN PARTNERSHIP WITH OTHERS AS WELL IN THOSE AREAS. YEAH, WE'RE ALWAYS ON THE LOOKOUT.

>> THANK YOU, EVERYBODY. I HAVE A COUPLE QUESTIONS. BECAUSE THIS IS SUCH A LONG ALIGNMENT AND WE'RE CROSSING THROUGH THE HEART OF

THE CITY, WHAT IS THE CURRENT TIMING THAT WE'RE THINKING AS WE TRANSVERSE THE ENTIRE CORRIDOR?

HAVE WE LOOKED AT THE SPEED FROM END TO END OF WHAT IT WOULD BE?

>> THAT IS PART OF THE MODELING THAT'S BEING PERFORMED.

>> OKAY.

>> AND AS WE HAVE THE DIFFERENT DISCUSSIONS IN REGARD TO THE ALIGNMENT, SOME OF THOSE IMPACT THE SPEED BASED ON THE TYPE OF SEPARATIONS THAT WE HAVE BETWEEN THE LIGHTRAIL SYSTEM, VEHICLE TRAFFIC, PEDESTRIAN TRAFFIC, SO FORTH.

THOSE THINGS ARE CONTINUING TO BE MODELED AND LOOKED AT FOR THE SPEED THAT THE VEHICLE WILL BE TRAVELING.

>> SO I THINK JUST AS A BENCHMARK TO HELP US COMMUNICATE TO THE PUBLIC OF HOW LONG IT TAKES RIGHT NOW BY CAR TO TRANSFERS WITH ALL OF THESE UNKNOWN CONDITIONS, AND THEN WHAT IT COULD POTENTIALLY BE ON THE TRAIN AND WHAT COULD POTENTIALLY BE BASED ON DIFFERENT INTERSECTIONS, MY ASSUMPTION IS THAT WE'RE GOING TO BE PRIORITIZING SIGNALIZATION FOR THE TRAINS OVER CARS, AND THAT SYNCHRONIZATION OF SIGNALING IS GOING TO BE HAPPENING AT ALL OF THESE INTERSECTIONS, BUT BECAUSE WHAT I CAN SEE FROM THIS ALIGNMENT, A LOT OF THESE ARE AT-GRADE CONDITIONS. SO THAT INTERFACE OF ALL THOSE INTERSECTIONS, WHAT DOES THAT MEAN IN TERMS OF TIMING?

AND I THINK IF WE REALLY START THINKING OF WHAT'S OUR CURRENT SITUATION AND WHAT WE FORESEE, IT'S GOING TO BE -- IT'S GOING TO HELP US COMMUNICATE THE VALUE OF THIS PROPOSITION. BUT TO YOU, MAYOR

ADLER, I DO -- YOU KNOW, I AGREE THAT SOMETIMES WHEN WE ELIMINATE THE LANES, WE THINK OF -- THE BEST DESCRIPTION I'VE HEARD OF THIS IS THAT CARS WILL MAKE UP AS MUCH SPACE AS YOU GIVE IT VERSUS PEOPLE THINK IF YOU TAKE AWAY A LANE, THAT IT'S GOING TO FLOOD ALL OF THE ADJACENT STREETS AND BEHAVE LIKE A LIQUID. SO THAT IDEA BETWEEN A GAS AND A LIQUID COMPARISON, I THINK, IS VERY EFFECTIVE TO HELP COMMUNICATE TO THE PUBLIC HOW SOMETIMES WE TAKE AWAY A LANE BUT WE MOVE PEOPLE.

WE'RE NOT JUST MOVING VEHICLES.

WE'RE MOVING PEOPLE.

I THINK ALL OF THIS IS REALLY EXCITING WORK. AND THE OTHER QUESTION I DO HAVE, BECAUSE I REALLY LOVE THE ASPIRATION OF THAT RENDERING, SPECIFICALLY BECAUSE WE'RE PROTECTING THE BIKE -- THE CYCLISTS WITH A ROW OF TREES SEPARATING THEM FROM THE TRAFFIC LANES, PROVIDING SHADE, ALL OF THE BEAUTY THAT CAN COME WITH IT. SO I LOVE THE ASPIRATION ASPECTS OF IT. BUT OF COURSE, THEY LOOK IMPECCABLE BECAUSE WE DON'T SEE THE CABLES ON THOSE RENDERINGS. ARE WE THINKING ABOUT AN ELECTRIFICATION SYSTEM YET?

>> YES, WE'RE WORKING ON DEVELOPMENT OF A DESIGN THAT WOULD ELIMINATE THE USE OF KATANARY LINES OVER THE SYSTEM. THAT WOULD BE IN THE TUNNEL AREA.

WE WOULD HAVE A VEHICLE THAT WOULD OPERATE THEN OF COURSE AS A HYBRID ON BATTERY, AS WELL AS ON WIRE. AND SO THOSE ARE SOME OF THE THINGS WE'RE LOOKING INTO AS PART OF THE DESIGN CURRENTLY. SO THAT

YOU DON'T SEE ALL OF THE CATANARY POLES AND WIRE IN THE AIR TO CLEAN THAT AREA UP SO THAT IT IS LESS IMPACTFUL TO THE VISUAL IMPACT IT HAS FOR THE COMMUNITY.

>> YEAH, AND I'M THINKING ALSO IN TERMS OF ANY KIND OF STORMS. TEXAS, WHEN IT STORMS, IT STORMS INCREDIBLY VIOLENTLY. I MEAN, WHETHER IT'S WIND OR RECENTLY OUR ICE STORMS THAT ARE NOT SO COMMON. BUT ANYTHING THAT WE CAN DO TO MINIMIZE THE IMPACT OF MAINTAINING THE CATANARIES, ANY OF THESE SYSTEMS THAT HAVE TO BE MAINTAINED AND IN GOOD WORKING ORDER.

ARE WE ALSO THINKING OF ELECTRIFICATION, THE THIRD RAIL?

>> SO WE'VE CONSIDERED MANY OF THE DIFFERENT STANDARD ALTERNATIVES THAT ARE OUT THERE, THIRD RAIL, OVERHEAD CATANARY, BATTERY POWERED, SO FORTH. ONE OF THE AREAS AND THINGS WE WANTED TO DO FROM AN INNOVATION PERSPECTIVE IS REALLY HAVE A SYSTEM THAT OPERATED WITHOUT CATANARY AND THAT WAS AUTOMATED. SO THOSE ARE THE TECHNOLOGIES THAT WE ARE LOOKING INTO SO THAT WE HAVE A SYSTEM THAT IS THE LEADER IN THE NATION WHEN IT COMES TO INNOVATION AND TECHNOLOGY WHEN WE GO INTO REVENUE SERVICE.

>> SO DO WE HAVE SYSTEMS LIKE THAT ALREADY IN OPERATION THAT WE CAN LOOK AT?

>> THERE ARE SYSTEMS THROUGHOUT THAT HAVE THIRD RAIL AND, OF COURSE, THAT ARE CATANARY AND THE DIFFERENT TYPES THAT I MENTIONED.

WE REALLY ARE WORKING WITH THE INDUSTRY, THE VEHICLE

MANUFACTURERS, TO BE ABLE TO PROVIDE A SYSTEM THAT IS SOMETHING THAT REALLY OPERATES MORE SO WITHOUT THE NEED FOR THE CATANARY SYSTEM.

>> WELL, THAT WOULD BE EXCITING. THANK YOU SO MUCH. AND I DON'T HAVE ANY FURTHER QUESTIONS. DOES ANYBODY HAVE --

>> MADAM CHAIR, JUST TO YOUR POINT ABOUT THE TIMING ALONG THE SYSTEM, RANDY, DIDN'T WE PRODUCE THAT DOCUMENTATION EARLY ON, LIKE -- I THINK IT WAS LAST -- THIS TIME -- GOSH, LAST SUMMER WHEN WE WERE CONSIDERING THE -- PUTTING PROJECT CONNECT TO THE VOTERS, I SEEM TO REMEMBER SOME DOCUMENTATION WHERE WE ACTUALLY DID SOME PRELIMINARY NUMBERS, THE STAFF AT CAPMETRO HAD DONE THAT. DO YOU THINK IT WOULD BE POSSIBLE TO PULL THAT OUT FOR THE BOARD OR PUBLIC CONSUMPTION?

>> THAT'S CORRECT. I WAS GOING TO MENTION THAT.

WE HAD IT ALL DONE WHEN WE DID THE LPA APPROVAL. SO YOUR COMMENT IS GREAT BECAUSE WHAT WE'RE TRYING TO WORK TOWARDS IS OUR JULY KIND OF MORE PUBLIC MEETING PHASE.

SOME OF THOSE OTHER MEETINGS ABOUT TRIP TIME AND SAFETY AND CONNECTIVITY HAVE TO BE INTEGRATED TO THIS PIECE. UNFORTUNATELY, THERE'S SO MUCH INFORMATION AND THE TEAM IS TRYING TO BREAK THIS FOR YOUR ALL. THAT'S A HARD HOUR OF DESIGN ELEMENT. BUT YES, EXPLAINING THE STORYTELLING OF HOW TRANSIT WORKS AND THE VALUE, SO TO THE MAYOR'S POINT, YOUR POINT, WE HAVE TO MOVE PEOPLE, NOT CARS ONLY. DOESN'T MEAN WE'RE NOT MOVING CARS, BUT WE CAN'T BE CAR

DEPENDENCY ONLY AND TALKING ABOUT MOVING VOLUMES OF PEOPLE IN THE MOST EFFICIENT WAY.

THAT ALSO WILL PLAY INTO THE CONVERSATION THE TEAM WILL BRING NEXT MONTH ON TUNNELING. I THINK SO IF I RECALL CORRECTLY, I THINK THE DOWNTOWN CORE, WE MISSED SOMETHING LIKE 25% OF ALL THE SIGNALIZED INTERSECTIONS ON THE ALIGNMENT WITH THE TUNNELING THAT WE HAVE. AGAIN, EVERY SIGNAL WE CAN AVOID IS GOOD FOR GINA'S TEAM ON ALL OTHER MODES, GREAT FOR OPERATIONS BECAUSE IT ENHANCES SAFETY AND THROUGHPUT BUT THEN IT'S BALANCED WITH COSTS AND OTHER TYPES OF ACCESS. SO THAT'S WHAT THE TEAM IS WORKING ON.

YES, BOARD MEMBER, WE HAVE THAT INFORMATION, AND WE TOLD STORIES OF -- YOU KNOW, ERIC WAS GOING FROM HERE TO HERE, HERE'S HOW LONG IT WOULD TAKE. THE TEAM IS UPDATING THOSE SO WHEN WE ROLL OUT IN JULY, WE TELL THAT STORY OF ACCESS.

TO THE MAYOR'S POINT AND ASPIRATION, I THINK THE TEAM IS -- I THINK THAT'S WHY THE TEAM IS SO EXCITED. EVERY DAY, IT'S THE IDEA OF WE ARE CREATING A BETTER CITY AT THE SAME TIME AS JUST TRAINS AND BUSES GOING THROUGH THE CITY. AND GINA'S TEAM HAS BEEN HAND IN GLOVE WITH EVERYONE. EVERYONE WANTS THE DRAG TO BE BETTER. THEY WANT IT TO BE SOMETHING BETTER THAN IT IS TODAY. I THINK NEXT MONTH WHEN THE TEAM COMES TOGETHER, I THINK YOU'RE GOING TO SEE FOURTH STREET, WHICH HAS THE CAPABILITY OF BEING POTENTIALLY -- CERTAINLY THE BEST STREET IN AUSTIN AND MAYBE ONE OF THE BEST IN THE COUNTRY. THAT NEEDS TO BE A PLACE. CRESTVIEW TALKED ABOUT OLTORF, THERE'S



ALL OF THESE ACTIVITY CENTERS AND NODES THAT IT'S A CHANCE TO DEFINE THE COMMUNITY FOREVER. AND I THINK THAT'S REALLY EXCITING. OF COURSE, THAT'S ONE OF THE BIG VALUES PETER BRINGS TO THE PROGRAM THAT HAS THAT ARCHITECTURAL HUMAN-CENTRIC LENS. ALWAYS THE BATTLE BETWEEN ARCHITECTS AND ENGINEERS AND PETER BRINGS A LITTLE BIT OF THAT EXTRA TO THE TABLE.

>> WELL, THIS IS REALLY EXCITING, GUYS.

CONGRATULATIONS ON REALLY A LOT OF WORK. PASS ON THE GRATITUDE TO YOUR TEAM BECAUSE I KNOW THEY PROBABLY PULLED A LOT OF ALL-NIGHTERS ON THIS. SO THIS IS GREAT WORK. SO THANK YOU, EVERYONE. AND I THINK THIS IS IT.

I THINK WE'RE DONE WITH --

>> I HAVE TO DO THE REPORT.

>> OH, YEAH.

>> I WILL TAKE THAT AS A HINT, MADAM CHAIR, BUT I WILL BE BRIEF. BUT THANK YOU FOR RECOGNIZING THE STAFF. I WILL SAY THE STAFF IS -- I DON'T KNOW ABOUT WORKING ALL-NIGHTERS, BUT THEY WERE WORKING VERY, VERY HARD.

I HAVE TO COMPLIMENT THE CITY STAFF.

I KNOW THIS IS A DESIGN BY A TEAM.

THIS ISN'T CAPMETRO'S DESIGN, ISN'T ATP'S DESIGN.

IT'S THE PROJECT CONNECT DESIGN.

I APPRECIATE GINA'S LEADERSHIP AT THE CITY.

QUITE FRANKLY, THE CITY STAFF, I THINK, ARE PRETTY EXCITED ABOUT THIS

PROGRAM AND REALIZE THE BENEFIT ACROSS DEPARTMENTS AND DIVISIONS. SO WE'RE REALLY EXCITED ABOUT THAT. AND ALSO, I JUST WANT TO TAKE A MOMENT HERE ON MY REPORT, RECOGNIZE JULIANA AND ALL THE HIRING SHE'S DONE. I HOPE THE BOARD CONTINUES TO GAIN CONFIDENCE IN THE TEAM.

THE TEAM IS EXPANDING.

WE ARE REALLY BUILDING.

QUITE FRANKLY, THIS IS LIKE THE 1992 OLYMPIC DREAM TEAM.

WE'RE PICKING PEOPLE FROM ALL THESE DIFFERENT CITIES AND PEOPLE LOCALLY, THE BEST OF THE BEST. AND WE ARE CREATING A TRULY REMARKABLE GROUP OF PEOPLE WORKING ON THIS PROGRAM FOR THE COMMUNITY. AND PEOPLE ARE REALLY EXCITED TO BE PART OF THIS. AND IT'S GREAT. I TOOK A MOMENT THE OTHER DAY TO REFLECT. MAYOR, YOU AND GINA AND PROBABLY ERIC WERE PROBABLY THE MOST RELEVANT.

WE'RE ONLY A COUPLE DAYS AWAY FROM A YEAR AGO. WE PASSED OUR LPAS, LOCAL PREFERRED ALTERNATIVES.

THERE'S COMMUNITIES THAT TAKE YEARS AFTER AN LPA TO GET TO WHERE WE ARE, AND WE ARE A YEAR. AND IT IS -- DAVE AND I THE OTHER DAY PINCHED OURSELVES. AND IT IS THE EFFORT. PEOPLE ARE JUST REALLY WORKING HARD. I WILL TELL YOU IN D.C., PEOPLE ARE RECOGNIZING OUR PROGRAM. THE FEDERAL GOVERNMENT IS AWARE OF OUR PROGRAM. NATIONALLY PEOPLE ARE LOOKING AT OUR PROGRAM. SO IT HAS BEEN AN AMAZING YEAR, AND WE SHOULD ALWAYS TRY TO REFLECT AS HOW HARD WE'RE WORKING OF HOW MUCH WE'RE ACCOMPLISHING TOGETHER AS A

COMMUNITY, WHICH IS GREAT. JUST QUICKLY, I HAVE A COUPLE SLIDES TO GO THROUGH. SAM -- OH, IT LOOKS LIKE I WAS SUPPOSED TO HAVE A PICTURE OF COMMISSIONER BUT THE TEAM PUT A PICTURE OF ME SIGNING THE LETTER.

ANYWAY, I DID SIGN THESE LETTERS.

THERE'S THE PROJECT ENTRY AS DAVE MENTIONED. WE HAVE GOT RESPONSES BACK, AND WE HOPE TO GET APPROVAL INTO PROJECT DEVELOPMENT LATER THIS SUMMER.

THAT IS A VERY BIG STEP.

REAL CRITICAL MILESTONE MAINTAINING VOTER-APPROVED SCHEDULE AND FUNDING WHICH GOES TO HOW WE MANAGE RISK.

BACK TO THE PICTURE THAT COULD HAVE BEEN THERE, IT'S COMMISSIONER TRAVILLION AND A FEW OTHERS JOINED MONDAY FOR THE LAUNCH OF THE PICKUP ZONE.

WHILE THAT'S ONLY A COUPLE VEHICLES FROM OVERALL EXPENDITURE, IT'S A VERY IMPORTANT FIRST STEP, THE FIRST PROJECT IN PROJECT CONNECT PROGRAM TO OFFICIALLY, YOU KNOW, START IN SERVICE. AND THAT IS A NEIGHBORHOOD THAT SIGNIFICANTLY NEEDS BETTER ACCESS. AND WE THINK THIS MICROTRANSIT ZONE IS GOING TO ALLOW PEOPLE TO CONNECT TO MULTIPLE BUS ROUTES BUT ALSO THERE'S AN H-E-B, DOLLAR GENERAL, COUPLE SCHOOLS.

IT'S A NICE FIRST PIECE TO GET OUT OF THE GATE. SOUTH MANCHACA, MOVING ALONG SCHEDULE AND READY TO GO OPERATIONAL THIS SUMMER. NEXT SLIDE, PLEASE.

JUST WANT TO HIGHLIGHT SOME NEXT STEPS HERE.

WE ARE WORKING ON WHAT ACTUALLY WE ORIGINALLY CALLED THE JOINT POWERS AGREEMENT.

I THINK PHRASEOLOGY, WE WILL TURN INTO JOINT PARTNERSHIP AGREEMENT. IT IS MUCH MORE ACCURATE OF WHAT WE HAVE HERE. TRUE PARTNERSHIP BETWEEN ATP, CAPMETRO AND THE CITY. STAFF IS WORKING ON THAT. IT IS, I WILL SAY A MAJORITY OF THE DOCUMENT WILL BE TECHNICALLY FOCUSED ON THINGS LIKE RIGHT-OF-WAY, EASEMENTS, UTILITIES, UTILITY RELOCATIONS. I'D BE SURPRISED IF IT'S NOT 80% OF THE DOCUMENT, OF THOSE TOPIC AREAS.

VERY TECHNICAL IN NATURE. STAFF WILL BE WORKING IN THOSE IN EARNEST ALL SUMMER AND WE'LL BE TRYING TO GET IN MEETINGS WITH YOU ALL, LATE AUGUST TIMEFRAME TO GET IN SOME BRIEFINGS.

SHOULD BE ON EVERYONE'S CALENDAR, A WORK SESSION IN SEPTEMBER TO KIND OF DO A COMMUNITY OVERVIEW OF THAT WHOLE PROCESS.

AFTER THAT, WE WOULD ENGAGE OUR CAC, OUR TECHNICAL ADVISORY COMMITTEES ON THE CAPMETRO SIDE, PROBABLY THE ACCESS AND THE CSAC COMMITTEES TO KIND OF REVIEW ANY COMPONENTS.

AGAIN, MOST OF IT IS HIGHLY, QUITE FRANKLY, SOME OF IT ABOVE MY HEAD, VERY TECHNICAL IN NATURE. OTHER PARTS ARE HOLISTIC AND WE WANT TO MAKE SURE THE COMMUNITY UNDERSTANDS THOSE PIECES.

WORK TOWARDS I THINK OCTOBER 20TH.

I COULD BE OFF BY A COUPLE DAYS, A JOINT WORK SESSION FOR ALL OF US TO FINALIZE THE JOINT PARTNERSHIP AGREEMENT. AT THAT MEETING AS

WELL, ON AN ANNUALIZED BASIS, I AM REQUIRED TO PROVIDE A MANAGEMENT REPORT TO THE ATP BOARD, AND THAT IS SOMETHING THAT I'LL BE PRESENTING TO THE GROUP AT THAT TIME AS WELL. FEDERAL UPDATE, I WANTED TO JUST RE-ENFORCE HOW CLOSELY WE ARE WATCHING EVERYTHING GOING ON IN D.C. IT IS PURE SAUSAGE MAKING RIGHT NOW IN D.C. IT'S TRULY THE TERM THAT IS USED THERE. AND THERE ARE PROPOSALS AND COUNTERPROPOSALS AND AMENDMENTS ON AMENDMENTS. SENATE, THEY'RE IN THE MIDDLE OF MARKUP. TNI AND HOUSE DID AN ALL NIGHTER LAST WEEK WITH ALL OF THEIR AMENDMENTS. SO THERE'S A LOT HAPPENING IN D.C. WE ARE WATCHING IT VERY CLOSELY. WE'VE BEEN IN CONTACT WITH OUR DELEGATION PRETTY EXTENSIVELY. WE'RE GOING TO DO SOME MORE COMING UP. WE HAD CONGRESSMAN GRAVES HERE THE OTHER DAY. THANK YOU, CHAIR, FOR JOINING THAT. BOARD MEMBER STRATTON JOINED A LITTLE BIT. HE IS THE REPUBLICAN RANKING MEMBER OF TNI. HE SPENT TIME TOURING AUSTIN, AN INCREDIBLE AMOUNT OF TIME TO DO RESEARCH ON OUR SYSTEM. SO WE ARE DOING EVERYTHING WE CAN. PART OF OUR APTA MEMBERSHIP, TRADE INDUSTRY MEMBERSHIP, THEY ARE PUSHING HARD AS WELL. I WOULD SAY WE'RE CAUTIOUSLY OPTIMISTIC THAT THERE'S LOTS OF GOOD THINGS HAPPENING IN D.C., NOT JUST RELATED TO FUNDING LEVELS. BUT THERE'S LOTS OF NUANCES, TOO, ABOUT HOW THE PROGRAMS WORK, NOT JUST CIG BUT ALL THESE PROGRAMS AND HOW THEY CAN BENEFIT ON TIMELINE AND USE OF REAL ESTATE AFTER CONSTRUCTION.

THERE'S AN INCREDIBLE AMOUNT OF THINGS THAT LOOK KIND OF TRANSFORMATIONAL FROM TRANSIT AS A COUNTRY THAT WE ARE TIMING-WISE, PRETTY POSITIONED WELL. SO WE WILL CONTINUE TO BRING BACK ANY INFORMATION WE CAN TO THE BOARD EVERY MONTH ON WHAT'S GOING ON IN D.C. WITH THAT SAID, WE MAY HAVE A MEETING LIKE THIS AND I SAY THE FOLLOWING AND THEN THE NEXT DAY SOMETHING HAPPENS. THAT IS THE NATURE OF D.C. BUT WE WILL TRY TO KEEP THE BOARD INFORMED AS MUCH AS WE CAN KEEP OUR EAR TO THE GROUND ON WHAT'S GOING ON THERE.

AGAIN, WE'RE GOING TO START NEW ROUNDS OF MEETINGS WITH DIFFERENT DELEGATIONS AS D.C. STARTS TO OPEN UP.

ALL BOARD MEMBERS OVER THE COURSE OF THE NEXT YEAR AND MULTIPLE YEARS, WE'LL BE ASKING YOU TO CONTRIBUTE TO SOME OF THOSE MEETINGS.

THEY MIGHT BE HERE LOCALLY, IN D.C., AT AN APTA CONFERENCE THAT WE MAY ASK A COUPLE OF YOU TO ATTEND TO BE PART OF SOMETHING. WE'LL TRY TO GIVE AS MUCH NOTICE AND SEE WHICH INTEREST YOU HAVE ON THOSE PIECES.

THAT IS MY UPDATE.

AS ALWAYS, I JUST WANT TO THANK THE STAFF.

I'M REALLY PROUD OF THE TEAM.

THEY ARE DOING REALLY GREAT WORK.

THANK YOU TO THE BOARD FOR ALL OF YOUR TIME COMMITMENT AND SUPPORT. IT'S BEEN GREAT. SO THANK YOU.

>> THANK YOU, MR. CLARKE. THAT IS A LOT OF WORK THAT'S BEEN GOING ON, AND IT'S EXCITING.

SO THANK YOU FOR KEEPING THE ENERGY AND THE OPTIMISM AND EVERYBODY SO ENERGIZED AND MOVING FORWARD.

ANYBODY HAVE ANY FURTHER COMMENTS, FINAL REMARKS OR ANYTHING THAT YOU WOULD LIKE TO DISCUSS?

>> I WOULD JUST SAY IT'S AMAZING HOW FAR WE'VE COME IN SIX MONTHS. WHEN WE HAD OUR FIRST MEETING ONLINE AND STARTUP ORGANIZATION, WE'VE GOT TEAMS AND PRESENTATIONS AND THINGS GOING ON IN WASHINGTON.

IT'S REALLY EXCITING TO SEE SO MUCH IN SIX MONTHS. EXCITED TO SEE THE NEXT SIX.

>> ME TOO.

>> THANK YOU, BOARD MEMBER ELKINS?

ANYBODY ELSE?

NO, THAT'S IT?

I THINK THIS CONCLUDES OUR MEETING OF THE AUSTIN TRANSIT PARTNERSHIP.

THE TIME IS 4:23, AND THIS MEETING STANDS ADJOURNED. THANK YOU.