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>> WE HAVE A LITTLE BIT OF FEEDBACK THAT THEY'RE TRYING TO RESOLVE
AND THEN WE'LL GET STARTED, FOR THE AUDIO.

SO, THANK YOU, EVERYONE, FOR THE PATIENCE.

>> GOOD AFTERNOON, EVERYONE.

THANK YOU FOR JOINING US FOR THE MEETING OF THE AUSTIN TRANSIT
PARTNERSHIP BOARD OF DIRECTORS.

I WILL CALL THIS MEETING TO ORDER.

THE TIME IS 2:09 -- NO, 2:10 P.M., WEDNESDAY, NOVEMBER 17TH.

AS A REMINDER, THE AUSTIN TRANSIT PARTNERSHIP PROVIDES BOTH AMERICAN
SIGN LANGUAGE AND OTHER INTERPRETER SERVICES, SO PLEASE WE ASK THAT
YOU GIVE US 24-HOUR NOTICE AND CONTACT CHLOE MAXWELL AT THE ADDRESS
THAT'S ON THE POSTING FOR THE MEETING AGENDA.

THIS MONTH WE DO NOT HAVE ANY SPEAKERS SIGNED UP FOR PUBLIC ITEMS, SO WE'RE GOING TO MOVE ON TO OUR DISCUSSION ITEMS. OUR FIRST ITEM TODAY IS THE TECHNICAL ADVISORY COMMITTEE REPORT, AND I'M DELIGHTED TO SHARE ON BEHALF OF THE ENGINEER ARCHITECTURE AND CONSTRUCTION ADVISORY COMMITTEE. AND THANK YOU FOR ALLOWING ME TO SIT ON YOUR PSAC. I'LL BE GIVING BOTH OF THOSE REPORTS. FOR THE ARCHITECTURE, ENGINEERING, AND CONSTRUCTION, WE MET ON NOVEMBER 3RD. THE AGENDA ITEMS WERE NEW COMMITTEE MEMBERS, SO WE WELCOME OUR DELEGATE FROM THE CAC, MS. BROADWATER. WE WERE ABLE TO DISCUSS -- PART OF THE AGENDA WAS THE ORANGE LINE TUNNEL UNDER LADY BIRD LAKE. THE ROLLING STOCK AND A VEHICLE TYPE OVERVIEW OF LIGHT RAIL SYSTEMS AND OTHERS. OUR COMMITTEE DISCUSSION AND RECOMMENDATIONS ARE AS FOLLOWS. FOR ROLLING STOCK, ON THE AGENDA ITEM NUMBER 3, A MEMBER OF THE COMMITTEE RECOMMENDED VIEWING AUSTIN'S -- REVIEWING THE FIRE DEPARTMENT REQUIREMENTS FOR SETBACKS FROM EXISTING OVERHEAD ELECTRIC WIRES AND ANY POTENTIAL CATENARY INFRASTRUCTURE, ALSO IN REFERENCE TO THE AUSTIN FIRE DEPARTMENT, STAFF HAS BEEN DISCUSSING REINFORCEMENT OF BIKE LANES ADJACENT TO ANY OF THE TRACK WORK TO ALLOW FIRE TRUCKS TO DEPLOY OUTRIGGERS. THE TEAM DESCRIBED TO THE COMMITTEE THE ROBUST UTILITY CONFLICTS ON 2ND STREET AND IN PROXIMITY TO THE ALIGNMENT. THEY ALSO DESCRIBED HOW THEY EXPLORED MOVING THE DOWNTOWN STATION FURTHER NORTH TO CLEAR SOME OF THOSE CONFLICTS. UNDERSTANDING THE IMPORTANCE OF INTERLINING BOTH THE BLUE AND ORANGE LINES FOR MAXIMUM FLEXIBILITY, FOR EXAMPLE, AND CAPACITY, THIS CRITERIA IS CURRENTLY INFORMING THE TUNNEL UNDER LADY BIRD LAKE. COMMITTEE MEMBERS INQUIRED ALSO ABOUT ACCESS TO THE UNDERGROUND STATION IN RELATION TO THE FLOODPLAIN. THE DESIGN TEAM CONFIRMED THAT ACCESS POINTS SUCH AS PORTALS AND ESCALATORS SHALL BE ABOVE THE FLOODPLAIN. OUR CAC LIAISON EMPHASIZED THE IMPORTANCE OF FULL ADA COMPLIANCE IN THE ENTIRE SYSTEM. WE MUST COMPLY WITH FEDERAL STATE ACCESSIBILITY GUIDELINES. FOR INSTANCE, THE DESIGN DESCRIBED THE DIFFERENCE IN THE VERTICAL CIRCULATION ELEMENTS SUCH AS ELEVATORS AND THE LEVEL BOARDING OF THE VEHICLES FROM THE PLATFORM INTO THE VEHICLE. SO, THE COMMITTEE REQUESTED THE FOLLOWING INFORMATION FOR OUR NEXT MEETING REGARDING THE AGENDA ITEM NUMBER 3 FOR THE ROLLING STOCK. THE COMMITTEE REQUESTED TO SEE A VISUALIZATION SHOWING THE VEHICLES AND THE GUIDEWAY IN THE CONTEXT OF STREETScape. FOR THE ROLLING STOCK POWER PROVISION AGENDA ITEM NUMBER 3, THE

COMMITTEE REQUESTED MORE INFORMATION ON OUR STRATEGY REGARDING POWER SOURCE FOR THE VEHICLES IN REGARDS TO OVERHEAD WIRE VERSUS BATTERY VERSUS HYBRID.

VEHICLE SELECTION SHOULD INFORM THE 30% DESIGN PACKAGE ALONG WITH A BENEFIT-COST ANALYSIS OF WIRELESS TECHNOLOGY VERSUS WIRED TECHNOLOGY FOR AUSTIN'S TOPOGRAPHY, CLIMATE, OPERATIONS, AND MAINTENANCE.

THE COMMITTEE ASKED QUESTIONS ABOUT FLOOD PROTECTION FOR THE TUNNEL SYSTEM AND THE STAFF DISCUSSED THE CURRENT FLOOD PROTECTION STRATEGY AND WILL PRESENT FURTHER INFORMATION ON THIS TOPIC AS A DESIGN FOR FLOOD PROTECTION IS DEVELOPED FURTHER.

OUR NEXT STEPS ARE THE BLUE LINE BRIDGE DESIGN COMPETITION, THE RFQ AND RFP PROCESS EXPECTED TO COME OUT IN DECEMBER, AND THE MetroRapid SHELTER UPDATE.

MEMBERS OF THE COURT, DO YOU ALL HAVE ANY QUESTIONS?

I KNOW THAT WAS A LITTLE LONG, AND DETAILED.

>> NO, BUT I JUST REALLY APPRECIATE THE REPORT AND THE DETAIL, AND THE INVOLVEMENT OF THE TASK FORCE, THE WORKING GROUP.

>> THANK YOU, MAYOR.

MOVING ON TO THE PLANNING AND SUSTAINABILITY EQUITY AND DBE COMMITTEE MEETING, THAT MEETING TOOK PLACE ON NOVEMBER 4TH, 2021.

I SAT IN LIEU OF DR. BURNETTE FOR THAT MEETING AND WE WELCOMED -- WE WERE SUPPOSED TO HAVE A CAC DELEGATE THAT DID NOT MAKE THE MEETING, BUT WE WERE PREPARED TO WELCOME THEM.

AND WE HAD PART OF OUR AGENDA, ENGAGING WITH PRIORITY COMMUNITIES LED BY JACKIE, DIRECTOR OF COMMUNITY ENGAGEMENT.

AND BLUE LINE BRIDGE COMMUNITY DESIGN WORKSHOP UPDATE, PETER MULLAN, CHIEF OF ARCHITECTURE AT ATP.

AND WE FOLLOWED A RECOMMENDATION THAT THEY WANTED TO HAVE MORE OF A DIALOGUE AND INTERACTION THROUGH THIS PROCESS, WHICH I THINK WAS VERY HELPFUL.

AND SINCE I DIDN'T HAVE A POINT OF REFERENCE FOR THIS, IT ALL WAS NEW TO ME.

I THINK IT WAS A GOOD DIALOGUE THAT WE ALL HAD TOGETHER.

SO IT WAS A LOT OF BACK AND FORTH, ENGAGING WITH PRIORITY COMMUNITIES. THE COMMITTEE VOICED THE FOLLOWING -- ADDITIONAL PRIORITY CONSTITUENCY SUGGESTED BY COMMITTEE MEMBERS INCLUDED TO INCLUDE MORE STUDENTS AND KIDS USING TRANSIT, TO REACH OUT TO SINGLE PARENTS WHICH HAVE MORE DIFFICULT TIME BALANCING WORK LIFE, TO REACH OUT TO CAREGIVERS, PERSONS EXPERIENCING HOMELESSNESS.

OTHER IDEAS OFFERED BY THE COMMITTEE MEMBERS INCLUDED WORKING WITH COMMUNITY-BASED ORGANIZATIONS AND NONPROFITS AND PERHAPS OFFER MONETARY COMPENSATION AND IN TURN, THEY CAN OFFER GIFT CARDS TO THE COMMUNITY.

SO EVERYBODY IS THINKING OUTSIDE THE BOX TO HAVE MEANINGFUL EN-

GAGEMENT.

SOMEONE SUGGESTED HAVING VIDEO ESSAYS OR CONTENT AS PART OF STORYTELLING WORKSHOPS.

AISD ENGAGING THE PARENT SUPPORT SPECIALISTS AS THEY ARE ALREADY WORKING CLOSELY WITH FAMILIES, CITY OF AUSTIN'S COMMUNITY CLIMATE AMBASSADOR PROGRAM COULD BE A GREAT REFERENCE MODEL.

FOR PUBLIC TRANSIT ADVENTURES, PEERS TEACHING ONE ANOTHER HOW TO NAVIGATE TRANSIT.

FOR FOLKS THAT HAVE DIFFICULTY PARTICIPATING, PERHAPS OFFERING COMPENSATION FOR PARTICIPATION.

AND FOR PARTICIPANTS WHO DON'T NEED THE STIPEND, ESTABLISH A FUND THAT THEY CAN DONATE THE MONEY TO HELP OTHER PARTICIPANTS OR ANOTHER ORGANIZATION OF THEIR CHOICE.

BRINGING DIVERSE GROUPS TOGETHER TO UNDERSTAND DIFFERENT PERSPECTIVES IS KEY WAS THE OVERARCHING CONVERSATION.

REGARDING THE BLUE LINE BRIDGE COMMUNITY DESIGN WORKSHOP UPDATE, MR. MULLAN, OUR CHIEF OF ARCHITECTURE, PRESENTED WHAT HE HAD GIVEN TO THE COMMITTEE IN THE RFQ.

THE PLAN IS TO ISSUE SOMETHING IN DECEMBER.

THERE WAS GREAT DIALOGUE ABOUT THE BENEFITS OF DOING THESE WORK SESSIONS IN WHICH THE PUBLIC CAN FOCUS ON A UNIQUE CHALLENGE.

THIS LED TO AN IDEA ABOUT ENCOURAGING THE PUBLIC TO PARTICIPATE IN FOCUS GROUPS TOGETHER IN OTHER PARTS OF TOWN BEYOND THEIR IMMEDIATE NEIGHBORHOODS.

SO WHAT WOULD THAT LOOK LIKE TO NOT JUST PARTICIPATE WITHIN YOUR BACKYARD, BUT IN SOMEBODY ELSE'S BACKYARD.

AS A FORM OF EMPATHY.

[LAUGHING]

THAT WAS KIND OF THE ESSENCE OF THAT COMMENT.

AND COMMUNITY MEMBERS EXPRESSED INTEREST IN PROVIDING INPUT AHEAD OF THE RFQ PUBLICATION FOR THE DESIGN COMPETITION.

THE NEXT MEETING IS SCHEDULED FOR DECEMBER 2ND, 2021, AND THE COMMITTEE INQUIRED WHEN THE CAC MEETS SO THEY CAN TUNE INTO THEIR MEETINGS, AND JACKIE WILL SEND A LINK TO THE CAC SCHEDULED MEETINGS. SO THAT CONCLUDES THAT SECOND REPORT.

ANY QUESTIONS?

NOW PASSING ON TO BOARD MEMBER ELKINS.

>> Elkins: THANK YOU, MADAM CHAIR.

TALK ABOUT THE F.A.R. COMMITTEE, FINANCE AND RISK COMMITTEE, THE VERY SIMULATING FINANCIAL AND RISK COMMITTEE, WHERE WE TALK ABOUT REALLY EXCITING TOPICS.

WE HAD OUR SECOND MEETING ON NOVEMBER 9TH.

WE WELCOMED OUR NEW MEMBER OF THE F.A.R., THE CAC REPRESENTATIVE, GRETCHEN.

I THINK I PRONOUNCED HER NAME RIGHT.

HOPEFULLY I DID.

IT WAS GREAT TO HAVE HER TO BUILD BRIDGES TO THE CAC.

WE HAD A DISCUSSION ON RISKS.

SO, WE HAD JEN PINE, WHO IS I BELIEVE A NEW MEMBER OF ATP WHO HAS JOINED US AND HAS MANY YEARS OF TRANSIT EXPERIENCE TALK A LITTLE BIT ABOUT RISK 101, HOW RISK SHOULD LOOK, HOW ATP IS GOING TO BE LOOKING AT RISK, HOW ATP IS GOING TO BE COMING UP WITH RISK MITIGANTS. EVERY RISK SHOULD HAVE ONE OWNER.

THE MAIN REASON TO UNDERSTAND RISK IS TO MITIGATE THOSE RISKS, AND WE CAN EITHER MITIGATE IT OR TRANSFER IT, OR WE CAN UNDERSTAND WHAT IT IS.

SO, AFTER JEN GAVE HER PRESENTATION I THREW OUT SOME RISKS JUST TO GET THE TOPIC STARTED.

AND WHAT WE'RE GOING TO BE DOING IS WORKING WITH STAFF AND COMING UP WITH A TOP TEN RISK MATRIX.

BUT SOME OF THE THINGS WE TALKED ABOUT ARE, IT'S IMPORTANT TO UNDERSTAND THAT RISKS ARE NOT JUST QUANTITATIVE.

THEY'RE ALSO QUALITATIVE.

THE FIRST ONE WE TALKED ABOUT WAS COMMUNITY ENGAGEMENT AND TRANSPARENCY -- NOT NECESSARILY A QUANTITATIVE RISK, BUT EVERYBODY ON THE COMMITTEE AGREED THAT THAT IS A REAL RISK OF THE PROGRAM, SO WE NEED TO BE AWARE OF THAT.

WE TALKED ABOUT PRICE ESCALATION, RIGHT-OF-WAY ACQUISITION, REAL ESTATE PRICES.

WE KNOW WHAT'S GOING ON IN THE REAL ESTATE MARKET.

WE TALKED ABOUT ANTI-DISPLACEMENT AND EQUITY, VEHICLES.

WE TALKED ABOUT UNKNOWN UTILITY RELOCATIONS.

WE TALKED ABOUT SCOPE CREEP.

YOU KNOW, EXTENDING TUNNELS, ADDING MORE BELLS AND WHISTLES, HOW DO WE MANAGE THAT RISK.

THE RISK OF FEDERAL REIMBURSEMENT.

WE TALKED ABOUT INTERFACE RISK.

I WON'T GO INTO DETAILS ON THAT, BUT THAT HAS TO DO WITH ENGAGING MULTIPLE CONTRACTORS AND SUPPLIERS AND MAKING SURE THE DISPUTES AND WHO'S RESPONSIBLE FOR WHAT DEFECT IS UNDERSTAND.

WE TALKED ABOUT INTEREST RATES, ABOUT LABOR AVAILABILITY.

SO, VERY, KIND OF, RISK 101 AND I THINK WE LOOK FORWARD TO WORKING WITH STAFF OVER THE NEXT MONTH OR TWO TO COME UP WITH A BETTER UNDERSTANDING OF WHAT OUR TOP TEN RISKS ARE AND HOPEFULLY HAVE REGULAR REPORTING TO THE F.A.R., BUT ULTIMATELY REGULAR REPORTING TO THE FULL BOARD ON RISKS AND HOW WE'RE MITIGATING THEM.

SO, WE HAD A PRESENTATION FROM OUR NEW TREASURER, BRIAN RIVERA, WELCOME, BRIAN.

BRIAN TALKED ABOUT ATP'S INVESTMENT POLICY AND WE'RE GOING TO BE ADDRESSING THAT LATER IN OUR BOARD MEETING.

SO THAT WAS A GREAT PRESENTATION ON HOW WE'RE GOING TO MANAGE OUR MONEY, THE TYPES OF PARAMETERS, THE THINGS WE CAN INVEST IN, NO WE CANNOT BY CRYPTOCURRENCY, UNFORTUNATELY.

SAFE INVESTMENTS.

VICKI REDRIC GAVE US A PRESENTATION ON UPCOMING PROCUREMENTS, WHICH WAS HELPFUL SO WE KNOW AROUND THE CORNER WHAT TYPES OF PROCUREMENTS WE'RE GOING TO BE COMING UP WITH.

AND THEN WE HAD A DISCUSSION ON THE INTERNAL AUDITOR.

WE'RE SEARCHING FOR AN INTERNAL AUDITOR.

IT'S A VERY TIGHT MARKET.

WE TALKED ABOUT THAT, GOING OUT TO A SEARCH FIRM TO GET AN INTERNAL AUDITOR THAT WOULD REPORT TO THE BOARD.

AND THE RECOMMENDATION FOR COMMITTEE IS THE COMMITTEE WILL WORK WITH STAFF TO DEVELOP A TOP TEN RISK REGISTER.

THESE DISCUSSIONS ARE GOING TO BE ONGOING AND EVOLVING.

THE COMMITTEE REQUESTED MORE INFORMATION ABOUT CONTRACTS AND PROCUREMENTS.

STAFF IS WORKING ON A TRANSPARENCY PORTAL FOR THE NEW WEBSITE ON PROCUREMENTS.

WE TALKED ABOUT FUTURE RISK MATRIXES AND DEVELOPING A STANDARD OF TERMS SO THAT WHEN WE TALK ABOUT RISK, WE UNDERSTAND WHAT IT MEANS TO TALK ABOUT INTERFACE RISK.

AND REQUESTS FOR MORE INFORMATION, THE COMMITTEE INQUIRED ABOUT THE STATUS OF UPDATES TO THE FINANCIAL MODEL.

THAT WILL HAPPEN SOMETIME, 30% DESIGN IN THE SUMMER, WE UPDATE THE ENTIRE MODEL FOR SCHEDULE AND COST.

COMMITTEE REQUESTED FUTURE PRESENTATIONS AND REPORTS BE PROVIDED TO MEMBERS A WEEK BEFORE THE MEETING SO THAT THEY HAVE TIME TO REVIEW IT AND MAKE ANY COMMENTS.

SO THAT WAS A GOOD ONE.

COMMITTEE MEMBER ASKED FOR FUTURE F.A.R. MEETINGS THAT WE COULD BE BRIEFED ON HOW THE 300 MILLION ANTI-DISPLACEMENT DOLLARS ARE TO BE INVESTED.

SO WE'RE WORKING WITH THE CITY ON THAT TO HAVE A PRESENTATION TO US.

AND THEN A COMMITTEE MEMBER REQUESTED TO UNDERSTAND IF ATP CAN APPLY FOR FEDERAL R.I.F. LOANS, SO WE'RE LOOKING INTO THAT.

THAT WAS A GOOD MEETING.

IT WAS GREAT TO HAVE GRETCHEN FROM THE CAC THERE.

THANKS.

>> THANK YOU, BOARD MEMBER ELKINS.

DO WE HAVE ANY QUESTIONS?

NO QUESTIONS?

THANK YOU.

MOVING ON TO OUR EXECUTIVE DIRECTOR REPORT, MR. RANDY CLARKE.

>> Clarke: THANK YOU, I APPRECIATE IT.

THANK YOU, BOARD, FOR BEING WITH US TODAY.

I WANT TO START OFF JUST WITH A QUICK RECOGNITION THAT SOMETHING REALLY BIG HAS HAPPENED IN THE UNITED STATES RECENTLY, AND THAT IS THE BIG INFRASTRUCTURE BILL THAT WE'VE BEEN WAITING FOR, FOR QUITE FRANKLY, 8-10 YEARS.

A LOT OF PEOPLE HAVE BEEN WORKING HARD TO CREATE AN INFRASTRUCTURE BILL OF THIS SIZE AND MAGNITUDE, AND I'M GOING TO HAVE ERICA, VICE PRESIDENT GOVERNMENT AFFAIRS AT CapMetro, THE SHARED SERVICE WITH CapMetro AND ATP BEING ALL THE FEDERAL INTERFACE PIECES.

BUT BEFORE I GET TO THAT QUICK MOMENT I WANTED TO HIGHLIGHT SOMETHING LOCALLY WE'VE BEEN WORKING ON.

AND THIS IS SURFACE TRANSPORTATION BLOCK GRANT FUNDING THAT COMES OUT OF CAMPO.

CAMPO IS THE REGIONAL -- THE METROPOLITAN PLANNING ORGANIZATION THAT STITCHES THE PLANNING AND TRANSPORTATION FUNDING -- NON-TRANSIT FUNDING, I SHOULD HIGHLIGHT THAT DIFFERENCE.

WE'RE A DIRECT RECIPIENT, BUT OTHER TYPES OF FUNDING -- VERY HEAVILY WEIGHTED TO HIGHWAY FUNDING, BUT SOME OTHER MULTIMODAL FUNDING AS WELL.

IN JUNE, THERE WAS A DECISION MADE BY THE CAMPO BOARD TO MOVE A LOT OF FUNDING TO THE I-35 CAPITAL EXPRESS PROJECT.

TO DO THAT, A LOT OF PROJECTS GOT DEFERRED.

ONE OF THE PROJECTS THAT GOT DEFERRED FROM CapMetro's REQUEST LIST WAS THE INTERSECTION AREA OF CRESTVIEW, WHERE OUR RED LINE CURRENTLY AND OUR FREIGHT LINE CROSS THROUGH THAT INTERSECTION TODAY.

THAT IS A LONG-TERM, SIGNIFICANT ISSUE FOR US AS A COMMUNITY AND AS A REGION, BOTH FROM A SAFETY POINT OF VIEW, AN EFFICIENCY POINT OF VIEW, AND A MULTIMODAL POINT OF VIEW, LET ALONE THE URBAN HOUSING AND DEVELOPMENT AROUND THAT.

AND THAT WAS DEFERRED.

I'M HAPPY TO REPORT ON NOVEMBER 8TH, OUR TEAM HAS WORKED COLLABORATIVELY WITH CAMPO AND THE CAMPO POLICY BOARD UNANIMOUSLY VOTED TO REFUND SEVEN PROJECTS.

FUNDING BECAME AVAILABLE.

ONE OF THEM WAS FOR \$5.8 MILLION.

AND THIS IS CapMetro, BUT I WANT TO UPDATE THE ATP BOARD BECAUSE THEY'RE SO INTEGRATED, THESE TYPES OF FUNDING ELEMENTS AND PROJECTS. BUT THIS WILL FUND THE ENVIRONMENTAL CLEARANCE, THE PRELIMINARY ENGINEERING, AND THE DESIGN WORK TO WHAT IT WOULD LOOK LIKE TO GRADE SEPARATE THE RED LINE AND THE FREIGHT LINE GOING THROUGH THAT AREA, BECAUSE WE DO HAVE A LONG-TERM CONFLICT BETWEEN THE ORANGE, BLUE LINE AND THE RED LINE, LET ALONE THE VEHICULAR AND OTHER MULTIMODAL ASPECTS.

RIGHT NOW THE ATP SIDE IS MOVING FORWARD WITH THE ORANGE LINE DESIGN WITH THE RED AND FREIGHT LINE AT GRADE AS IT IS, BECAUSE THAT'S THE

NEPA PROCESS.

CapMetro IS SECONDARILY USING THIS FUNDING TO LOOK THROUGH A DIFFERENT DESIGN OPTION AND THERE MAY BE OTHER -- THERE ARE NEW AVAILABLE GRANT OPPORTUNITIES FROM THE FEDERAL GOVERNMENT IN THIS INFRASTRUCTURE BILL THAT I THINK ERICA CAN HIT ON THAT MIGHT BE GREAT FUNDING SOURCES FOR THIS PARTICULAR REALLY COMPLEX AREA THAT HAVE NOTHING TO DO WITH THE C.I.G. PROGRAM, NEW START PROGRAM WE MAY GO FOR THE ORANGE AND BLUE LINE ON, OR THEY WILL WORK TOGETHER. LOTS OF STRATEGY WILL BE WORKED ON OVER THE NEXT YEAR TO TWO YEARS. BUT THIS IS -- THE REGION IS CONTRIBUTING TO THIS.

WE THANK THEM FOR THIS.

IT BRINGS THE TWO DIFFERENT PROJECT ELEMENTS TOGETHER, BECAUSE LONG-TERM, THAT IS ONE OF THE MOST IMPORTANT BOTTLENECKS OF THE REGION THAT WE HAVE TO GET WORKED OUT.

SO, WE HAD A GREAT MEETING.

LAST WEEK WAS THE APTA MEETING IN ORLANDO AND IT WAS A DEFERRED MEETING FROM THE YEAR BEFORE, SO IT WAS THE ANNUAL MEETING AND EXPO.

THERE WAS ALMOST 8,000 TRANSIT PROFESSIONALS AT THIS MEETING, WHICH IS AMAZING TO SEE THAT MANY HUMAN BEINGS TOGETHER AGAIN.

SO IT FELT REALLY GREAT.

WE WERE ABLE TO SECURE A MEETING WITH FTA ADMINISTRATOR FERNANDEZ, IN THIS PICTURE WITH US, HER EXECUTIVE DIRECTOR AS WELL, AND THE WOMAN WITH THE ORANGE TOP IS ACTUALLY GALE, WHO IS THE REGIONAL ADMINISTRATOR WHO HAPPENS TO BE IN D.C. ON A SPECIAL ASSIGNMENT, BUT SHE'S BEEN THE REGIONAL ADMINISTRATOR HERE.

THE CHAIR WAS ABLE TO JOIN US, THE CHAIR OF CapMetro BOARD CAME IN FOR IT AND A FEW OF THE STAFF, AND WE HAD A REALLY GOOD DISCUSSION ABOUT WHERE WE ARE FROM THE CapMetro SIDE, ALL THE REGULAR TRANSIT ACTIVITY PIECE AND ALL THE DIFFERENT THINGS THAT ARE GOING ON THERE, THE REGULAR CapMetro GRANTS AND OTHER THINGS.

AND THEN WE WERE ABLE TO DIVE IN ON THE PROJECT CONNECT COMPONENT AND JUST HOW WE ARE WORKING VERY COLLABORATIVELY WITH THE REGION AND HEADQUARTERS PLANNING TEAM ADVANCING THE ORANGE AND BLUE LINE AND OUR MetroRapid PROJECTS AND A LOT OF OTHER OPPORTUNITIES AS WELL. IT WAS A GREAT MEETING, A GOOD CHANCE FOR THE TWO CHAIRS TO MEET THE ADMINISTRATOR AND VICE VERSA.

AND THESE WILL BECOME VERY REGULAR BUSINESS FOR US AS WE MOVE THROUGH THE FEDERAL PROCESS.

SO, WANT TO JUST ACKNOWLEDGE THAT MEETING.

SO, NEXT UP, AGAIN, I WANT TO HIGHLIGHT ERICA, VICE PRESIDENT OF GOVERNMENT AFFAIRS, THE INFRASTRUCTURE INVESTMENT AND JOBS ACT.

I CAN'T OVEREMPHASIZE THE OVERWHELMING AMOUNT OF TRANSIT DOLLARS THAT ARE NOW AT STAKE ON THE FEDERAL SIDE AND THE TRANSFORMATIVE WAY THIS BILL CAN MOVE US FORWARD.

IN AUSTIN WE ARE UNIQUELY POSITIONED TO TAKE ADVANTAGE OF THIS PROGRAM

AND I'LL LET ERICA DIVE INTO THAT A LITTLE BIT.

>> THANK YOU VERY MUCH, GOOD AFTERNOON, MADAM CHAIR, ATP BOARD MEMBERS, AND EXECUTIVE DIRECTOR CLARKE.

I'M THE VICE PRESIDENT OF GOVERNMENT AFFAIRS.

AND SERIOUSLY, THE REASON WHY WE ALL HAD SMILES ON OUR FACES IN THE LAST PICTURE WAS ONE, WE ARE SEEING EACH OTHER FOR FIRST TIME IN TWO YEARS, AND 24 HOURS PRIOR TO WE HAD JUST LEARNED THAT CONGRESS HAD PASSED THE IIJA, OR THE BIB AS IT IS ALSO CALLED.

BUT THE BEST PART IS, IS THAT AS EXECUTIVE DIRECTOR CLARKE MENTIONED, THIS HAS BEEN YEARS IN THE MAKING.

AND THAT IS THE NUMBER ONE THING THAT WE REALLY WANT TO STRESS, IS THAT THIS IS MONUMENTAL IN TERMS OF WHAT WE ARE LOOKING AT, IN TERMS OF OPPORTUNITIES IN FUNDING, NOT ONLY FOR THE GREATER TRANSIT OPPORTUNITIES ACROSS THE COUNTRY, BUT SPECIFICALLY FOR TRANSIT OPPORTUNITIES AND MOBILITY OPPORTUNITIES HERE IN CENTRAL TEXAS AND IN THE AUSTIN REGION.

OKAY.

SORRY ABOUT THAT.

REAL QUICK, WE HAVE BEEN OPERATING UNDER THE FAST ACT FOR THE LAST FIVE YEARS.

THAT HAS BEEN OUR SERVICE TRANSPORTATION INVESTMENT ACT AND THAT ACT EXPIRES -- IT WAS TO EXPIRE ON DECEMBER 3RD OF THIS PARTICULAR YEAR. SO TIME WAS CERTAINLY OF THE ESSENCE IN GETTING THIS IIJA PASSED. I AM NOT GOING TO GO THROUGH ALL OF THE NITTY-GRITTY IN THE BACKGROUND OF WHAT HAPPENED UP AT CAPITOL HILL, BUT REALLY WE SPENT THE BETTER PART OF THE LAST SEVERAL MONTHS EXPLAINING TO OUR DELEGATION THE IMPORTANCE OF THE IIJA TO THE WORKFORCE, TO OUR OVERALL OPPORTUNITIES TO MOVE PEOPLE, MOVE GOODS THROUGHOUT OUR REGION.

AND AS I MENTIONED, WE WERE VERY PLEASANTLY SURPRISED ON NOVEMBER 5TH WHEN THIS CAME FORWARD.

AS IT WAS MENTIONED, IT IS MONUMENTAL BECAUSE IT IS A \$1.2 TRILLION BILL, BUT IT IS \$550 BILLION ALSO OVER PREVIOUS INVESTMENTS FOR OVERALL SERVICE TRANSPORTATION.

SO, BREAKING THAT DOWN, THIS IS A SLIDE FROM A PARTNER, ENO TRANSPORTATION GROUP OUT OF D.C.

AND MASS TRANSIT INCREASED.

IT WAS OVERALL 7.1%.

NOW THAT IS STILL SIGNIFICANT AND WE'LL BREAK IT DOWN A LITTLE BIT MORE IN TERMS OF THE ACTUAL DOLLAR FIGURES AS IT GOES, BUT THAT IS A \$274 BILLION INCREASE FOR THE DEPARTMENT OF TRANSPORTATION ITSELF. SO AGAIN, AS WE SAID, POSITIONED WELL TO RECEIVE AND WORK ON GRANTS AND WORK ON OUR OVERALL FORMULA FUNDING OPPORTUNITIES FROM THERE. AND THIS IS JUST A GENERAL BREAKDOWN OF HOW THAT ADDITIONAL BASELINE \$550 BILLION WAS DISTRIBUTED AMONG ALL OF THE SURFACE TRANSPORTATION AREAS.

SO YOU'LL SEE A LOT OF NUMBERS.

I WAS HOPING TO TRY TO TEASE OUT SOME OF THOSE NUMBERS THAT YOU'VE SEEN TO TRY TO KEEP IT CLEAR, BUT IF YOU HAVE ANY QUESTIONS, PLEASE DON'T HESITATE.

SO FROM OUR FRIENDS AT APTA, THEY PUT THIS TOGETHER ON DAY ONE.

THEY WERE BUSY WELL INTO THE NIGHT ONCE THE IIJA WAS PASSED.

AND AS IT IS, THIS IS -- THE GOLD IS WHAT WE HAD WITH THE FAST ACT. SO THAT IS OUR SURFACE TRANSPORTATION TRANSIT FUNDING OVER THE LAST FIVE YEARS.

AND THIS IS WHAT OUR FUNDING OPPORTUNITIES ARE GOING FORWARD UNDER THE IIJA.

WHAT IS ALSO MONUMENTAL -- AND THIS IS WHERE OUR CRESTVIEW STATION AND OTHER OPPORTUNITIES COME FORWARD -- IS THAT IT HASN'T BEEN ALL THAT LONG THAT WE HAVE ACTUALLY HAD A RAIL DIVISION IN THE SURFACE TRANSPORTATION ACT.

SO TALK ABOUT BEING ABLE TO WORK HAND IN HAND WITH FRA AND FTA IN TERMS OF PROVIDING OPPORTUNITIES AS WE DEVELOP OUR INFRASTRUCTURE HERE.

SO YOU CAN SEE THAT THERE WAS, YOU KNOW, A NOD TO FRA IN THE RAIL DIVISION IN THE LAST SURFACE TRANSPORTATION BILL.

YOU CAN SEE THE MONUMENTAL INCREASE THAT WE NOW HAVE GOING FORWARD IN THE IIJA THAT WE WILL BE ABLE TO TAKE ADVANTAGE OF.

DIVING A LITTLE DEEPER, COMING BACK HOME A BIT, YOU KNOW, REALLY AS YOU PROBABLY HEARD THE KEY OBJECTIVE IS TO MAKE PUBLIC TRANSIT FASTER, MORE MODERN, MORE RELIABLE, WHILE ADDRESSING CLIMATE CHANGE, ADVANCING EQUITY AND PROVIDING COMMUNITIES LIKE AUSTIN SUSTAINABILITY MOBILITY CHOICES.

THE EARLY CALCULATIONS AS YOU SEE, WE'LL SEE A 25% INCREASE IN OUR BASE FORMULA FUNDS AND A SIGNIFICANT INCREASE IS AVAILABLE IN FUNDING THROUGH THE DISCRETIONARY OR OVERALL COMPETITIVE GRANTS.

ONE OF THOSE IS THE C.I.G., CAPITAL INVESTMENT GRANT PROGRAM, WHERE WE HAVE ADVANCE APPROPRIATIONS OF \$8 BILLION.

\$2 BILLION SHOULD BE COMING BEFORE US IN THE FY2022 APPROPRIATIONS. SO AN ADDITIONAL \$2 BILLION FOR THE C.I.G. PROGRAM SHOULD BE COMING AVAILABLE TO PROGRAMS THAT ARE ALREADY IN THE QUEUE, WHICH WE HAVE. OUR PROGRAMS ARE IN THE QUEUE AND YOU'LL HEAR ABOUT THOSE A LITTLE BIT LATER ON AS WELL.

AND THEN ANOTHER INTERESTING PIECE IS THIS BUNDLING, PROJECT BUNDLING.

AS EXECUTIVE DIRECTOR CLARKE MENTIONED WE DID SPEND TIME WITH OUR FTA ADMINISTRATOR AND WE TALKED A BIT ABOUT THIS PROJECT BUNDLING AND HOW WE CAN ADVANCE NOT JUST ONE LINE AT A TIME, BUT MULTIPLE LINES AND OUR PROJECTS GOING FORWARD THROUGH THIS PROJECT BUNDLING PROGRAM, WHICH IS BRAND NEW AND IT WAS WELL-RECEIVED AND I THINK WE ARE WELL-POSITIONED FOR THAT.

WHAT ARE OUR NEXT STEPS INTERNALLY AND EXTERNALLY?
THIS BILL HAS AUTHORIZED SPENDING LIMITS.
IT'S KIND OF LIKE YOUR LIMIT ON YOUR CREDIT CARD.
AND WE ARE AWAITING THE FORTHCOMING APPROPRIATIONS, THE AMOUNT THAT
WE CAN SPEND WITH THOSE PAYMENTS.
THAT SHOULD COME AROUND MARCH OF NEXT YEAR.
THERE ARE OTHER CONSIDERATIONS THAT WE HAVE TO PAY ATTENTION TO, AND
THAT'S THE DEBT CEILING.
THAT VOTE WILL BE COMING BEFORE CONGRESS PROBABLY AROUND DECEMBER.
WE ARE ALSO UNDER A CONTINUING RESOLUTION RIGHT NOW.
SO WE ARE STILL IN FY \$21.
AND THAT IS SLATED TO GO UP FOR A VOTE ON DECEMBER 3RD.
IT COULD GET KICKED OFF UNTIL DECEMBER 17TH OR MAYBE UNTIL RIGHT AFTER
THE 1ST OF THE YEAR.
SO WHILE WE HAVE A LOT OF OPPORTUNITIES HERE, IT'S OUR TIME TO GEAR
UP AND DIVE IN AND DO THE ANALYSIS OF WHAT IS GOING TO BE AVAILABLE
TO US BECAUSE THE MONEY WILL BE FORTHCOMING IN THE FIRST QUARTER OF
2022 AS WELL.
SO THAT'S REALLY KIND OF WHERE WE THINK WE'LL START HITTING -- WHERE
THE MONEY WILL START HITTING THE STREETS.
PORTS WILL PROBABLY BE FIRST BECAUSE WE ALL WANT OUR CHRISTMAS AND
HANUKKAH GIFTS, AND EVERYTHING ELSE ALONG THOSE LINES, SO THAT'S
PROBABLY WHERE WE'LL SEE THE FIRST PART OF THE MONEY COME FORWARD
IS TO ALLEVIATE THE BOTTLENECKS IN OUR PORTS.
AND FROM THERE WE'LL BE DOLLING OUT -- FTA WILL BE STARTING THEIR
COMPETITIVE PROCESS AS WELL.
INTERNALLY WE WILL BE WORKING ON CAPITALIZING ON THOSE ADVANCE
APPROPRIATIONS, LEVERAGING GROWTH IN THE OVERALL PROGRAM DOLLAR
FIGURES, INNOVATE PARTNERSHIPS, AND ALL THE WHILE WE ARE WORKING ON
OUR GRANT AND FEDERAL FUNDING STRATEGY INTERNALLY.
THAT IS A BIG PART OF THE PROGRAM, UNDER GOVERNMENT AFFAIRS, THAT
WE ARE LEADING RIGHT NOW TO MAKE SURE THAT WE ARE WELL-POSITIONED
TO TAKE ADVANTAGE OF DOLLARS AS SOON AS THEY BECOME AVAILABLE.
THAT IS ALL.
>> THANK YOU.
>> REPORT.
HAPPY TO TAKE ANY QUESTIONS.
>> YES.
COME BACK TO THE PODIUM.
[LAUGHING]
>> I FIGURED EVERYONE WOULD WANT TO ASK ERICA QUESTIONS.
>> CONGRATULATIONS, FIRST OF ALL.
I KNOW IT WAS AN EXCITING TIME.
IT WAS WONDERFUL TO WITNESS THE EUPHORIA AT THE CONFERENCE, BASED
ON THE TIMING OF WHEN THIS LEGISLATION HAD BEEN APPROVED, HAD PASSED.

SO THAT WAS EXCITING TO SEE.

BUT I ALSO WANTED TO THANK YOU FOR YOUR LEADERSHIP, BECAUSE I DO KNOW THAT ADMINISTRATOR FERNANDEZ POINTED OUT EXACTLY, WHEN WE WERE MEETING WITH HER, RECOGNIZED YOU FOR STEPPING UP TO THE PLATE TO LEAD THE LEGISLATIVE COMMITTEE THAT HELPED ADVANCE THIS FORWARD.

SO, THANK YOU FOR SERVING AND FOR BEING SO KNOWLEDGEABLE IN THIS ARENA.

SO, DOES ANYBODY HAVE ANY FURTHER QUESTIONS FOR HER?

>> THANK YOU, ERICA.

NICE TO MEET YOU.

IT WAS A GREAT PRESENTATION.

LOVE YOUR ENERGY AND EXCITED TO WORK WITH YOU.

JUST HAD A QUESTION WITH RESPECT TO THE FEDERAL REIMBURSEMENT.

IF I'M NOT MISTAKEN, WHEN WE INITIALLY HAD THE CONTRACT WITH THE VOTERS, THERE WAS A 45% FED REIMBURSEMENT.

I KNOW IT'S EARLY TO TELL, BUT WHAT DO WE THINK THE RISK OF NOT ACHIEVING THAT, EITHER LOWER OR HIGHER, RIGHT NOW?

AND THEN THE SECOND PART OF THE QUESTION IS, ARE THERE OTHER POCKETS OF MONEY THAT WE'RE LOOKING AT THAT -- GRANTS OR LOANS OR THINGS -- THAT COULD AUGMENT THE PROGRAM?

>> I FEEL BAD, ERICA JUST STARTED NOT TOO LONG AGO.

I'LL TAKE A CRACK AT IT.

I WANT TO RESET WITH 45%.

THAT'S WHY I USE PROGRAM VERY PURPOSELY AS A WORD, NOT PROJECT. THIS IS NOT A PROJECT.

WE HAVE DOZENS OF PROJECTS AS PART OF PROJECT CONNECT.

AND EACH ONE OF THOSE HAVE THEIR OWN FUNDING SOURCE OR STRATEGY.

AND EACH ONE COULD HAVE ITS OWN GRANT STREAM, OR NONFEDERAL GRANT STREAM ASSOCIATED.

SO, WE DID A COMPLETE INTEGRATED FINANCIAL MODEL WHERE WE ASSUME 45% SHARE ON THINGS LIKE THE NEW STARTS, WHICH ARE THE ORANGE AND BLUE LINE, AND THE SMALL STARTS, WHICH ARE ARE THE METRO RAPIDS.

WE DID NOT ASSUME IN THE MODEL MUCH IN THE WAY OF DISCRETIONARY GRANTS.

IN THIS BILL, THERE'S A PROGRAM CALLED RAISE AND A PROGRAM CALLED BUILD AND SOME OTHER THINGS OF THAT NATURE.

WE DID NOT ASSUME THOSE IN THOSE MODELS.

WE DIDN'T ASSUME CapMetro MAY GET OTHER DISCRETIONARY THINGS RELATED TO BUS AND BUS FACILITIES OR OTHER THINGS THAT ARE NOT JUST REGULAR STATE OF REPAIR.

WE ALSO -- SO I WANTED TO SET THAT.

EACH PROJECT WE WILL HAVE A GRANT STRATEGY RELATED TO THAT.

SO, WE'RE NOT SURE YET OF THE ORANGE AND BLUE LINE, IF THEY'RE GOING TO BE BUNDLED TOGETHER.

THEY COULD BE SEPARATE.

WE STARTED CONVERSATIONS WITH FTA AND WE'RE NOT SURE HOW THAT'S GOING

TO EVOLVE.

WE DON'T NEED THAT DECISION TODAY.

THAT'S GOING TO HAPPEN OVER MONTHS AND A COUPLE OF YEARS WHEN IT'S ALL SAID AND DONE.

RIGHT NOW WE ARE HOPING FOR HIGHER THAN 45% SHARE ON THE MetroRapid PROJECTS, AT LEAST 50%.

WE THINK THAT THIS NEW FUNDING SOURCE WILL ALLOW US TO BE MORE AGGRESSIVE THAN 45%.

WITH THAT SAID, ERICA HIT A KEY NOTE.

THERE'S APPROPRIATE -- THERE'S THIS MONEY, WHICH HAS BEEN AUTHORIZED AND THERE'S APPROPRIATIONS AND THEY ARE DRAMATICALLY DIFFERENT THINGS.

I THINK IT'S IMPORTANT EVERYONE REALIZES THAT THIS BILL IS LIKE ERICA SAID, THE CREDIT CARD.

SOME OF THESE ARE ADVANCED, WHICH IS GOOD.

THEY'RE LOCKED IN. BUT OTHER PARTS OF THESE PROGRAMS WE NEED THE CONGRESS OVER PERIODS OF YEARS TO HIT APPROPRIATION DOLLARS TO MAKE SURE THE CREDIT CARD ACTUALLY HAS THE MONEY TO PAY THE BILL.

AND THAT'S THE STRATEGY THAT ERICA WILL BE WORKING HEAVILY ON TO FIGURE OUT HOW DO WE GET THE HIGHEST SHARE, ARE THERE WAYS TO CUT THE PROJECTS, TO BUNDLE WHERE THE ORANGE LINE COULD GET C.I.G. FUNDING AND A GRANT, COULD WE GET GRADE CROSSING FOR CRESTVIEW AT A HIGHER RATE BUNDLED INSIDE OF ORANGE LINE.

SO, THERE'S A LOT OF DIFFERENT PARTS AND PIECES, BUT I WANTED HIT THE RESET FOR HOW WE STARTED THE PROGRAM BEFORE ERICA WAS HERE.

YOU WANT TO ADD ANYTHING I MAY'VE MISSED.

>> NO, THAT WAS PERFECT.

I THINK TO EMPHASIZE THAT EVEN THIS MORNING THERE WAS A WORKING GROUP THAT IS FOCUSING ON HOW DO WE WORK ON THOSE ADVANCED APPORTIONMENTS, SPECIFICALLY FOR THE C.I.G. PROGRAM, BECAUSE IT IS SUCH AN IMPORTANT PART OF GETTING THESE PROJECTS OFF THE GROUND.

AND SO WE'RE ALREADY BOOTS ON THE GROUND TALKING ABOUT IT, FIGURE OUT HOW WE CAN HELP FTA.

AND THAT WAS A BIG MESSAGE WE BROUGHT TO OUR ADMINISTRATORS.

HOW CAN WE HELP YOU, BECAUSE THAT WILL HELP US.

WE TALKED QUITE A BIT ABOUT THE PROGRAMS AND THE OPPORTUNITIES THAT WE HAVE AND THAT BEING ONE OF THEM.

AND I THINK TO THE SECOND PART OF YOUR QUESTION, BOARD MEMBER, WAS, YOU KNOW, ARE THERE OTHER OPPORTUNITIES.

AND IN YOUR REPORT YOU MENTIONED RIF AND TIFIA, BOTH LOAN PRODUCTS, AND BOTH HAVE CERTAINLY A PLACE IN TERMS OF OUR OVERALL PROGRAM DELIVERY.

SO WE ARE CONTINUING TO EXPLORE WHAT THOSE MIGHT LOOK LIKE SO THAT WE CAN ADVANCE CERTAIN PROJECTS, YOU KNOW, WITH THAT ADDITIONAL TOOL IN MIND AND SHOW US AS MORE IN THE WAY OF A PARTNERSHIP, NOT JUST

ALWAYS LOOKING FOR GRANTS.

AND I THINK FTA REALLY APPRECIATES THAT PIECE AS WELL.

>> THANK YOU.

DO WE HAVE ANY FURTHER COMMENTS OR QUESTIONS?

NO?

THANK YOU, MS. MAZZA.

SO, NOW MOVING ON TO -- AND THANK YOU, MR. CLARKE, FOR YOUR REPORT.

.....
>> THANK YOU, MR. CLARKE, FOR YOUR REPORT.

MOVING ON TO OUR UPDATES, WE HAVE OUR MULTI-COMMUNITY ENGAGEMENT AND INVOLVEMENT UPDATE FROM OUR DIRECTOR OF COMMUNITY AND ENGAGEMENT, MS. JACKIE NIRENBERG.

>> I'M JACKIE NIRENBERG, DIRECTOR OF COMMUNITY ENGAGEMENT FOR THE AUSTIN TRANSIT PARTNERSHIP.

IF YOU FOR ALLOWING ME TO GIVE AN UPDATE ON THE ENGAGEMENT ACTIVITIES.

AS I MENTIONED LAST TIME WE HAVE BEEN DOING COMMUNITY WORKSHOPS UNDER THE LEADERSHIP OF OUR CHIEF ARCHITECT PETER MULLAN. WE HAD ONE IN OCTOBER FOR THE BLUE LINE BRIDGE THAT HAD 191 PARTICIPANTS AND WE JUST HAD ONE ON NOVEMBER 10th ON THE NORTH LAMAR TRANSIT CENTER.

AS YOU CAN SEE THE ATTENDANCE WAS NOT AS GOOD AS WE WANTED IT TO BE, SO WE'RE GOING TO DO SOME WORK ON THAT.

AND IN PARTICULAR JUST NOT REPRESENTATIVE OF THE TYPES OF COMMUNITIES THAT INTERACT REGULARLY OR LIVE AROUND THE NORTH LAMAR TRANSIT CENTER SO WE REALLY WANT TO GET SOME OF THOSE REPRESENTATIVE VOICES AND WE ARE PLANNING WAYS TO GO TO THEM. A POP-UP MEETING AT THE NORTH LAMAR TRANSIT CENTER WHERE WE CAN INTERACT WITH PEOPLE USING THE TRANSIT SERVICES AND REALLY GET A CONNECTION WITH THE FOLKS WHO CAN GIVE US THEIR INPUT ON THAT. SO MORE TO COME.

ALSO, WE HAD THE, AS YOU MENTIONED CHAIR, THE ENGINEERING, ARCHITECTURE AND CONSTRUCTION MEETING ON THE THIRD WAS FOLLOWED BY THE PLANNING, SUSTAINABILITY, EQUITY AND DBE MEETING ON THE FOURTH AND THE ERB MEETING ON THE NINTH.

THE NEXT ONE WILL BE COMING UP ON THE 15TH OF DECEMBER.

A LITTLE BIT ABOUT WHAT WE HEARD NOW THAT WE'VE HAD A CHANCE TO ANALYZE THE COMMENTS THAT CAME IN AT THE BLUE LINE BRIDGE WORKSHOP.

THERE WAS A LOT OF CONCERN ABOUT THE FUTURE OF THE ROWING CLUB AND WE'VE HEARD THAT BEFORE.

WE HEARD THAT AT OUR TRI-PARTY MEETING AS WELL AND WE'RE WORKING CLOSELY WITH PARKS AND RECREATION TO MEET AND WORK WITH THOSE FOLKS AND FIND A SOLUTION THAT WORKS FOR EVERYBODY.

PEOPLE WERE VERY CONCERNED ABOUT THE BRIDGE REFLECTING LOCAL

CHARACTER AND ESTHETIC, INCLUDING MUSIC AND ART.
LIGHTING WAS SOMETHING THAT CAME UP A LOT, CONNECTIONS TO THE BOARDWALK AND TRAILS, WATER AND AMENITIES.
SOME FOLKS TALKED ABOUT THE IMPORTANCE OF FRAMING THE DOWNTOWN VIEWS AND HOW THAT BRIDGE CAN HELP DO THAT.
CONSIDERATION OF THE BRIDGE PEERS IN REGARDS TO ROWING LANES FOR THE ROWERS IN THE WATER AND VISUAL SITE LINES.
ACCESSIBILITY WAS AN IMPORTANT CONSIDERATION PEOPLE BROUGHT UP. OTHER THINGS, OVERLOOKS FOR THE BATS, THE SKYLINE, ATTRACTIVE BARRIERS BETWEEN TRAIN AND BICYCLES AND PEDESTRIANS AND ALSO SEPARATED SPACE.
THIS IS SOMETHING WE'RE HEARING A LOT FROM OUR COMMUNITY, PARTICULARLY FROM BICYCLISTS AND PEDESTRIANS THAT THEY WANT SEPARATE FACILITIES TO BE SAFE.
ADDRESSING POTENTIAL CONFLICTS OF THE MULTIPLE MODES THAT WOULD BE TRAVELING ON THE BRIDGE.
ADA ACCESSIBILITY ALSO SOMETHING THAT ALWAYS KIND OF COMES UP. LIGHTING AGAIN.
INFORMATIONAL SIGNAGE, WAYFINDING.
YOU CAN SEE THERE WERE A VARIETY OF ISSUES BUT THOSE WERE THE ONES THAT REALLY ROSE TO THE TOP.
AND THEN OUR NORTH LAMAR TRANSIT CENTER COMMUNITY DESIGN WORKSHOP, WHICH WAS HELD ON NOVEMBER 10th, WE DID A MAPPING EXERCISE TO ASK PEOPLE HOW -- WHAT IS THEIR ORIGIN WHAT HAPPENED IS THEIR DESTINATION WHEN USING THE NORTH LAMAR TRANSIT CENTER. THE PURPOSE OF THE COMMUNITY DESIGN WORKSHOP HERE WAS HOW DO WE ENSURE SAFE AND COMFORTABLE ACCESS BETWEEN ALL THE MODES THAT ARE GOING TO BE CONVENING IN THAT AREA.
AND AS YOU KNOW, THAT'S A REALLY BUSY AREA SO YOU'VE GOT U.S. 183 AND YOU'VE GOT NORTH LAMAR BOTH HAVE REALLY FAST SPEED OF TRAFFIC FLOW.
IT'S LOUD.
IT'S -- YOU KNOW, THERE ARE SAFETY ISSUES THERE, THERE'S LOTS OF CONFLICT THERE.
SO WE REALLY WANTED TO KNOW FROM FOLKS WHERE ARE YOU COMING FROM WHEN YOU USE THE TRANSIT CENTER AND WHERE ARE YOU GOING TO. AND THESE ARE SOME OF THE ANSWERS WE RECEIVED.
THEN SOME OF THE KEY TAKEAWAYS THAT CAME OUT OF THE DISCUSSION WERE THE TRAVEL LENGTH AND TIME FOR TRANSFERRING BETWEEN SERVICES.
SO RIDERS WANTED TO KNOW HOW CAN WE MAKE IT AS SEAMLESS AS POSSIBLE AND THAT'S A NATURAL CONSIDERATION.
AND CERTAINLY SOMETHING THAT, YOU KNOW, TEAM IS TAKING INTO CONSIDERATION.
THEY WERE CONCERNED THAT THE AREA WOULD STILL FEEL CAR FIRST

OR CAR SPECIFIC AND NOT HUMAN IN SCALE.
SO THAT'S SOMETHING THAT WAS A BIG TAKEAWAY.
CROSSING NORTH LAMAR AT EITHER SIDE OF THE STATION THEY CONTEND
IT FEELS UNSAFE AND THAT'S SOMETHING THAT THEY WOULD LIKE TO
SEE ADDRESSED.
THE NEED FOR PEDESTRIAN AND BIKE UPGRADES.
CONCERNS FOR AN IMBALANCE IN STATIONS SERVING THE NEIGHBORHOOD
VERSUS SERVING TRANSFERRING RIDERS.
SO HOW DO WE BALANCE BOTH OF THOSE NEEDS, A DESIRE FOR AND
CONCERNS ABOUT THE DEVELOPMENT OF THE AREA.
AND AGAIN, THIS KIND OF GOES TO THE DISPLACEMENT CONCERNS.
REGARDING AMENITIES AND VISION FOR THE NORTH LAMAR TRANSIT
CENTER, ACUTE FOCUS ON MEETING AND EXCEEDING ADA REQUIREMENTS.
AGAIN WE'RE HEARING THIS A LOT.
OUR DISABILITY COMMUNITY HAS BEEN SO ENGAGED AND SO ACTIVE AND
WE'RE SO GRATEFUL THAT THEY HAVE A VOICE AT ALL OF THESE MEETINGS
BECAUSE IF WE SOLVE FOR PEOPLE WHO NEED THAT ACCESS, WE SOLVE
FOR EVERYBODY.
PROTECTION FROM THE WEATHER, OF COURSE, THAT WAS A BIGGIE.
LIGHTING AT NIGHT.
THE NEED TO MITIGATE NOISE FROM 183 WAS ALSO SOMETHING THAT CAME
UP.
WAYFINDING IN MULTIPLE LANGUAGES AND SIGNAGE AS WELL.
WE KNOW THAT AREA HAS MULTIPLE LANGUAGES REPRESENTED IN THAT
COMMUNITY SO THAT'S REALLY IMPORTANT.
SEATING, TABLES, PUBLIC RESTROOMS, WATER FOUNTAINS, ART,
ARCHITECTURE, LANDSCAPING AND BEAUTIFICATION WAS ANOTHER
CONSIDERATION PEOPLE BROUGHT UP.
ALSO THE DESIRE TO HAVE SOME SMALL SHOPS, RETAIL, FOOD.
FOOD TRUCKS, COFFEE OPTIONS TO SORT OF MAKE THE AMENITIES MORE
HOSPITABLE THERE.
PEOPLE SUGGESTED EVEN A PLAYGROUND, PICNIC TABLES AND AMENITIES
FOR CHILDREN, KEEPING IN MIND A LOT OF PEOPLE ARE TRAVELING WITH
THEIR CHILDREN WHEN USING OUR SERVICES.
AND FINALLY A CONCERN FOR THE EQUITABLE TRANSIT ORIENTED
DEVELOPMENT THAT WILL TAKE PLACE TO MAKE THE NORTH LAMAR TRANSIT
CENTER AREA A DESTINATION, A GATHERING PLACE, A PLACE WHERE
PEOPLE WANT TO MEET AND BE TOGETHER.
LOTS OF INTERESTING INPUT.
UPCOMING ENGAGEMENT ACTIVITIES.
AS THE CHAIR MENTIONED, OUR NEXT AEC MEETING IS ON DECEMBER 1st,
FOLLOWED BY THE PSEC MEETING ON THE SECOND.
WE HAVE OUR NEXT COMMUNITY DESIGN WORKSHOP COMING UP ON DECEMBER
EIGHTH.
THIS IS GOING TO BE REALLY EXCITING.

THIS IS THE DRAG, WHICH IS A HAIRY CHALLENGE, NO QUESTION ABOUT THAT.

AND WE'RE ACTUALLY PLANNING TO DO A VIRTUAL COMMUNITY MEETING LIKE WE'VE DONE WITH THE OTHERS, BUT ALSO DO AN IN-PERSON SPECIFIC TO UT STUDENTS, STAFF AND FACULTY BECAUSE THEY'RE A BIG STAKEHOLDER IN THIS AREA SO WE'RE GOING TO TRY TO HOST SOMETHING RIGHT ON CAMPUS SO THAT WE CAN GET SOME INPUT FROM THAT COMMUNITY AS WELL.

ALSO WE ARE DOING A MCKALLA STATION COMMUNITY UPDATE ON THE DESIGN OF MCKALLA STATION ON DECEMBER THE 9TH.

WE'LL HAVE OUR NEXT COMMUNITY DESIGN WORKSHOP ON THE FOURTH STREET AREA.

THAT'S DECEMBER 14TH.

OUR NEXT CAC MEETING IS DECEMBER 15TH.

AND THEN COMMUNITY WORKSHOPS FOR THE SOUTH AUSTIN TRANSIT CENTER AND CRESTVIEW.

LOTS TO COME AND THAT IS MY REPORT FOR THIS MONTH.

HAPPY TO ANSWER ANY QUESTIONS.

>> THANK YOU, SO MUCH, MS. NIRENBERG.

ANY QUESTIONS?

NO QUESTIONS?

COMMENTS?

WE APPRECIATE IT.

THANK YOU SO MUCH.

MOVING ON TO OUR TECHNICAL UPDATE.

MR. DAVID COUCH, WELCOME, SIR.

>> GOOD AFTERNOON, MADAM CHAIR, BOARD MEMBERS, EXECUTIVE DIRECTOR MR. CLARKE.

IT'S A PLEASURE TO GIVE YOU THE MONTHLY UPDATE ON WHERE WE ARE MOVING FORWARD WITH THE OVERALL PROGRAM.

WE'LL GO AHEAD AND START WITH THE BLUE AND THE ORANGE LINE AND THE ENGINEERING ACTIVITIES.

AS JACKIE SAID A FEW MINUTES AGO, WE CONTINUE WITH THE CHARRETTES.

THIS IS ONE THAT IS PICTURED ON THE RIGHT-HAND SIDE THAT IS AT THE INTERSECTION OF PLEASANT VALLEY AND ALSO RIVERSIDE.

AS WE GO FORWARD WE'LL CONTINUE TEAMWORK THROUGH THE UTILITY RULES OF PRACTICE WITH THE CITY.

WE'RE REFINING THE LAYOUT OF THE UNDERGROUND STATIONS, WHAT GOES IN THE STATIONS, THE BACKGROUND, THE MECHANICAL AND EQUIPMENT SECTIONS AND ELECTRICAL.

THAT'S AN ONGOING PROCESS.

WE'RE GOING TO THE MOST DETAILED LEVEL FOR THE UNDERGROUND UTILITIES TO SEE EXACTLY WHERE THOSE LOCATIONS ARE SO THAT GIVES A PATH FORWARD SO THAT OVER THE NEXT YEAR AND A HALF OR SO WE

CAN START TO DO RELOCATION OF SOME OF THOSE UTILITIES.
WE CONTINUE TO PROGRESS WITH THE NEPA PROCESS.
THE PICTURE ON THE RIGHT IS ONE OF THE HISTORIC FACILITIES THAT IS OUT THERE.
IT'S A FIRE HOUSE THAT IS UP ON GUADALUPE.
SO THOSE ARE ONES THAT WE'VE DONE A SURVEY UP AND DOWN EACH ONE OF THE LINES SO THAT WE'VE GOT THOSE IDENTIFIED SO THAT WE CAN SEE IF THERE ARE GOING TO BE ANY EFFECTS ON THOSE AND IF THERE ARE, THEN WHAT THE PROCESS IS THAT WE HAVE TO FOLLOW TO BE ABLE TO GO AHEAD AND EITHER RETAIN THAT CHARACTER.
SOMETHING THAT HAS BEEN DONE BEFORE, I DID A FIRE HOUSE IN DC THAT WE KEPT THE FACADE, WE TOOK THE BACK OF THE FIRE HOUSE OUT AND IT'S A CHILLER PLANT.
SO THERE ARE A LOT OF THINGS THAT CAN YOU DO TO MAINTAIN THAT CHARACTER AND MAINTAIN THE NEIGHBORHOOD.
THOSE ARE THE KIND OF THINGS WE'LL BE LOOKING AT AS WE GO AHEAD AND GO FORWARD.
WE CONTINUE TO DRAFT THE DIFFERENT CHAPTERS AND REPORTS THAT ARE REQUIRED FOR THE OVERALL NEPA DOCUMENT FOR THE EIS.
WE'VE PROVIDED ASSISTANCE TO FTA UNDER A PROCESS CALLED 139J WHERE THEY HAVE SPECIFIC CONSULTANT SUPPORT THAT WE'RE PROVIDING TO BE ABLE TO DO THE REVIEW OF THE MAGNITUDE THAT WE'VE GOT WHEN WE'RE PURSUING TWO SIGNIFICANT PROGRAMS LIKE THIS, PROJECTS LIKE THIS UNDER THE ORANGE AND THE BLUE.
THE NEXT PORTION OF THE PROJECTS ARE THOSE THERE FOR METRORAPID. EXPO AND PLEASANT VALLEY.
WE CONTINUE TO MOVE FORWARD.
THERE IS A GROUNDBREAKING SCHEDULED FOR THE 15TH OF DECEMBER. THE DESIGN PROCESS CONTINUES THE COORDINATION IN OBTAINING PERMITS FROM THE CITY TO GO AHEAD AND DO THAT WORK IS ONGOING. WE'VE SELECTED THE CONTRACTOR WHO WILL BE THE IDWQ CONTRACT THAT WILL DO ALL OF THE THINGS THAT WILL BE ASSOCIATED WITH A CONCRETE PORTION AND WE'VE ALSO ADVERTISED THE CONTRACT FOR THE DESIGN AND SELECTION FOR WHAT WILL BE THERE FOR THE SHELTERS THEMSELVES.
GETTING READY TO GO WITH BOTH THE GOLD LINE AND ALSO SOUTH LAMAR IN PARTICULAR THE EXTENSION THAT GOES DOWN MENCHACA TOWARDS THE FIRST PORTION AND THEN OAK HILL AS THE SECOND PIECE.
SO WE HAVE RFQS OUT THERE FOR THE DESIGN SERVICES AS WE GO AHEAD AND MOVE FORWARD WITH THOSE PROJECTS.
THE RED LEAN, MCKALLA STATION, JACKIE TALKED A COUPLE OF MINUTES AGO ABOUT ANOTHER PUBLIC EVENT THAT WILL BE OUT THERE.
WE'RE WORKING THROUGH FINALIZATION OF THE TRACK WORK AND A DESIGN-BUILD SOLICITATION THAT'S OUT FOR THE STATION ITSELF. AND LAKELINE AND LEANDER THERE'S BEEN A SECTION THAT'S BROKE

GROUND FOR DOUBLE TRACKING AND THAT CONTINUES.
ONE OF THE PORTIONS OF THE OVERALL PROGRAM WE'VE COMPLETED AND WE'LL START TO TRACK THESE THIS WAY IS WHAT'S THERE FOR THE NEIGHBORHOOD CIRCULATORS.

THAT PORTION WHERE THERE WAS THE CONTENT OF THREE DIFFERENT ADDITIONAL ROUTES HAVE NOW BEEN ROLLED OUT AS WE'VE SAID BEFORE SO THAT'S REALLY THE FIRST PROJECT THAT HAS HIT THE PROGRAM THAT HAS HIT THE FINISH LINE.

THAT CONCLUDES MY REPORT AND I'LL BE HAPPY TO ANSWER ANY QUESTIONS.

>> THANK YOU, MR. COUCH.

>> YOU'RE WELCOME.

>> NO QUESTIONS, BOARD MEMBERS?

THANK YOU, SIR.

SO NOW WE WILL HEAR FROM ATP'S DIRECTOR OF STRATEGY, SAM SARGENT. AND HE'S GOING TO GIVE US AN UPDATE ON JOINT POWERS AGREEMENT. WELCOME, SIR.

>> THANK YOU, MADAM CHAIR, MEMBERS OF THE BOARD.

WE HAVE A VERY QUICK UPDATE TODAY ON THE JOINT POWERS AGREEMENT WHICH YOU WILL BE CONSIDERING TODAY.

AND IT'S BEEN A LONG BUT REALLY I THINK IMPORTANT ROAD FOR OUR PARTNERSHIP NOT ONLY AS THE AUSTIN TRANSIT PARTNERSHIP BUT WITH CAPITAL METRO AS WELL AS THE CITY OF AUSTIN.

YOU'VE SEEN THIS TIMELINE BEFORE BUT I THINK WE SHOULD FOCUS ON THE FACT THAT WE HAVE SO MANY GREEN CIRCLES HERE AND I THINK THAT'S A TESTAMENT TO THE WORK THAT STAFF HAS DONE TOGETHER AS WELL AS THIS BOARD AND YOUR FELLOW POLICYMAKERS WITH THE CAPITAL METRO BOARD AND THE CITY OF AUSTIN THAT WE MADE IT THROUGH OUR JOINT WORK SESSION, WHICH I THINK WAS VERY PRODUCTIVE, AS WELL AS OUR JOINT INITIALLY PLANNED FOR MEETING FOR ACTION BEFORE GETTING TO NOVEMBER, WHERE ULTIMATELY WE WOUND UP DIVIDING UP THOSE ACTION ITEMS BETWEEN THE THREE ENTITIES, AND I'M HAPPY TO SAY AND YOU ALL PROBABLY KNOW THIS AND WE CERTAINLY HAVE REPRESENTATIVES FROM EACH OF THOSE, BUT ON NOVEMBER 4TH, CITY COUNCIL APPROVED THE JPA WITH A FEW AMENDMENTS THAT YOU HAVE SEEN IN YOUR PACKET AND CAPITAL METRO BOARD APPROVED THAT VERSION OF THE JPA WHICH WE HAVE TURNED JPA FOR THAT SHOULD BE IN YOUR PACKET AND WE'VE ALSO SHARED WITH THE COMMUNITY ADVISORY COMMITTEE, CAC'S AND THE PUBLIC.

AND NOW WE BRING THAT DOCUMENT TO YOU TODAY FOR FINAL APPROVAL. THIS IS THE LAST STEP IN THE APPROVAL PROCESSES FOR THE JOINT POWERS AGREEMENT.

AND IF YOU HAVE ANY QUESTIONS ABOUT THE DOCUMENT, I'M HAPPY TO ANSWER THEM NOW OR WE CAN ALSO WAIT UNTIL WE GET TO THAT ACTION ITEM.

BUT NO CHANGES I DON'T BELIEVE FROM THE DOCUMENT THAT CAPITAL METRO PASSED, WHICH ALSO MIRRORED WHAT CITY COUNCIL PASSED. SO VERY EXCITING AND VERY GRATEFUL NOT ONLY TO OUR OWN STAFF ON THE ATP STAFF, BRANDON AND CASEY.

WE HAVE REALLY TALENTED LEGAL COUNSEL THAT HELPED US, BUT ALSO OUR PARTNER AT CITY LAW, KATE, LIANE CONTE AT THE CITY, CHEYENNE AND KELSEY AT CAPITAL METRO.

ANY QUESTIONS?

>> THANK YOU SO MUCH.

I KNOW IT'S BEEN A HEAVY LIFT.

THANK YOU SO MUCH, MR. SARGENT.

AND I THINK WITH THIS I'M GOING TO INVITE OUR BOARD TO JOIN US ON EXECUTIVE SESSION.

SO THE AUSTIN TRANSIT PARTNERSHIP BOARD OF DIRECTORS WILL NOW ENTER EXECUTIVE SESSION PURSUANT TO SECTION 551.071 OF THE TEXAS GOVERNMENT CODE FOR CONSULTATIONS WITH ATTORNEY REGARDING SECTION 4.2.2 OF THE DRAFT JOINT POWERS AGREEMENT.

I WANT TO THANK EVERYONE WHO IS HERE IN THE AUDIENCE FOR YOUR PATIENCE AS WE COMPLETE THIS EXECUTIVE SESSION.

THANK YOU.

[EXECUTIVE SESSION].

>> THANK YOU FOR YOUR PATIENCE.

SO NOW WE'RE GOING TO MOVE ON TO OUR ACTION ITEMS.

AS POSTED, THE FIRST ACTION ITEM TODAY IS THE APPROVAL OF THE MEETING MINUTES FROM THE OCTOBER 20TH, 2021, AUSTIN TRANSIT PARTNERSHIP BOARD MEETING.

IF EVERYONE'S HAD A CHANCE TO REVIEW THE MINUTES, I WOULD REQUEST A MOTION AND SECOND IN ACTION ITEM NUMBER 1.

MAYOR ADLER?

MOTIONS?

>> SECOND.

>> MEMBER STRATTON SECOND.

EVERYBODY IN FAVOR, PLEASE SAY AYE.

AYE.

ANY NAYS?

THANK YOU.

THE MINUTES HAVE BEEN APPROVED UNANIMOUSLY.

OUR NEXT ACTION ITEM, NUMBER 2, IS THE RESOLUTION AUTHORIZING FINAL EXECUTION OF JPA WITH CAPITAL METRO AND THE CITY OF AUSTIN.

AND I THINK IT'S VERY IMPORTANT TO MENTION THAT WE HAVE REACHED A VERY IMPORTANT MILESTONE AS WE CONTINUE WITH THIS PROGRAM.

AND HOW PROUD I AM OF THE PARTNERSHIP THAT WE HAVE BUILT WITH THE CITY OF AUSTIN AND WITH CAPITAL METRO.

AND THIS PARTNERSHIP WILL BE MEMORIALIZED IN THE JOINT POWERS AGREEMENT.

SO WITH THAT, I WOULD LIKE TO REQUEST A MOTION, AND A SECOND, ON ACTION ITEM NUMBER 2.

>> SO MOVED, MADAM CHAIR.

>> THANK YOU.

IT'S MOVED BY DR. BURNET.

DO I HAVE A SECOND MOTION?

>> I'D LIKE TO SECOND THE MOTION, MADAM CHAIR, WITH A FRIENDLY AMENDMENT TO THE RESOLUTION, IF I COULD.

TO OUTLINE THE INITIAL STEPS THAT WE WILL TAKE AS A BOARD TO PROCEED WITH THE INDEPENDENT ANALYSIS DESCRIBED IN SECTION 4.2.2 OF THE JOINT POWERS AGREEMENT AHEAD OF OUR NEXT BOARD MEETING.

SPECIFICALLY, I WOULD LIKE TO ADD THE FOLLOWING LANGUAGE TO THE END OF THE RESOLUTION.

BE IT FURTHER RESOLVED THAT PURSUANT TO SECTION 4.2.2 OF THE JOINT POWERS AGREEMENT, THE BOARD OF DIRECTORS HEREBY AUTHORIZES AND DIRECTS CHAIR CASTRO TO WORK DIRECTLY WITH THE ATP GENERAL COUNCIL TO IDENTIFY THE PROPOSED PROCESS AND APPROACH FOR THE ATP BOARD OF DIRECTORS TO CONDUCT AN INDEPENDENT ANALYSIS TO DETERMINE THE APPROPRIATE LEADERSHIP MODEL FOR ATP, THE INDEPENDENT ANALYSIS. THE ATP GENERAL COUNCIL SHALL SERVE AS THE ATP STAFF LIAISON TO THE BOARD OF DIRECTORS REPORTING DIRECTLY AND CONFIDENTIALLY TO THE ATP BOARD WITH RESPECT TO ANY MATTERS RELATED TO THE INDEPENDENT ANALYSIS.

THE PROPOSED PROCESS AND APPROACH FOR PERFORMING THE INDEPENDENT ANALYSIS SHALL BE PRESENTED TO THE ATP BOARD OF DIRECTORS FOR APPROVAL AT THE ATP DECEMBER 15TH BOARD MEETING.

SUCH PROPOSED PROCESS SHALL AT A MINIMUM, 1, IDENTIFY THE OBJECTIVES AND PRIORITIES OF THE ATP BOARD IN DETERMINING THE APPROPRIATE LEADERSHIP MODEL, 2, ESTABLISH A COMMUNITY ENGAGEMENT PROCESS WITH THE CAC TECHNICAL ADVISORY COMMITTEE AND OTHERS, 3, IDENTIFY THE KEY PROGRAM DELIVERY FACTORS TO BE ANALYZED FOR PURPOSES OF DETERMINING THE APPROPRIATE LEADERSHIP MODEL, 4, PROVIDE FOR THE DELIVERY OF AN IMPARTIAL AND INDEPENDENT REPORT BY QUALIFIED INDEPENDENT CONSULTANT SELECTED BY THE ATP BOARD TO EVALUATE THE ADVANTAGES AND DISADVANTAGES OF BOTH INDEPENDENT AND JOINT LEADERSHIP MODELS, AND ANY VARIATION THEREOF, AND TO CONDUCT A COMMUNITY ENGAGEMENT PROCESS. AND 5, ESTABLISH A TIMELINE FOR THE INDEPENDENT ANALYSIS WITH MILESTONES TO MEET THE MARCH 31ST, 2022 DEADLINE.

AND TAKE THE STEPS NECESSARY TO ENSURE THAT THE PROPOSED PROCESS AND APPROACH APPROVED BY THE ATP BOARD SHALL BE CONDUCTED IN AN IMPARTIAL AND INDEPENDENT MANNER.

>> THANK YOU, MEMBER ELKINS.

WITH THIS SECOND, AND PLEASE ADVISE ME IF I'M SKIPPING A STEP, BUT

IS THERE ANY DISCUSSION IN ADDING THAT FRIENDLY AMENDMENT?
DO WE APPROVE IT TO HAVE THIS AMENDMENT ADDED?
MAYOR ADLER?

>> NO OBJECTION.

>> OKAY.

NO OBJECTION.

THANK YOU, BOARD MEMBER ELKINS.

WITHOUT OBJECTION TO THAT FRIENDLY AMENDMENT, I APPRECIATE YOUR MOTION, AND THE SECOND.

I THINK IT'S IMPORTANT TO ALSO APPRECIATE THAT THE CITY OF AUSTIN AND CAPMETRO BOARD FOR THE FORESIGHT IN CREATING AN INDEPENDENT ENTITY THAT CAN HELP DELIVER THIS PROGRAM.

HOW WE DECIDE ON THIS LEADERSHIP MODEL, FOR OUR COMMUNITY, I'M PREPARED TO LEAD THE ATP BOARD ON THIS EFFORT.

SO THANK YOU.

AND IF THERE ARE ANY -- NO MORE QUESTIONS OR OBJECTIONS RELATED TO THE RESOLUTION OF THE PROPOSED AMENDMENT, I'D LIKE TO OPEN IT FOR DISCUSSION.

MAYOR?

>> MAYOR ADLER: THIS IS A BIG THING.

SO I JUST WANT TO NOTE IT, AND RECOGNIZE IT THAT WAY.

THE AUSTIN COMMUNITY HAS REALLY ENTRUSTED UNTO US TO DELIVER THIS PROJECT, AND TO IMPLEMENT PROJECT CONNECT ON TIME, ON BUDGET, IN A MANNER THAT CENTERS EQUITY, AND THAT INVOLVES THE COMMUNITY AND TRANSFORMS THE CITY, REALLY FOR GENERATIONS.

TODAY'S MEETING PUTS US ONE STEP CLOSER TO FULFILLING THOSE COMMITMENTS THAT WE MADE IN THE CONTRACT WITH VOTERS.

IT REINFORCES ALL THREE BODIES, THE CITY, CAPMETRO AND THE ATP, OUR MUTUAL COMMITMENT TO MAKE PROJECT CONNECT A SUCCESS.

THIS IS IMPORTANT THAT ALL THREE ARE APPROVED.

THIS IS A GOOD THING.

>> YES.

BOARD MEMBER ELKINS?

>> THANK YOU.

I JUST HAD ONE COMMENT.

I'M CERTAINLY SUPPORTIVE OF THE JPA.

IT'S NOT PERFECT, BUT THEN AGAIN, WHAT IS PERFECT.

I THINK IT WAS NEGOTIATED IN THE SPIRIT OF TRUE COMPROMISE BETWEEN THE THREE BODIES.

AND I THINK IT'S A GOOD DOCUMENT.

I THINK A LOT OF PEOPLE PUT A LOT OF WORK INTO THIS AGREEMENT.

I'D LIKE TO CALL OUT ATP STAFF, AND EXECUTIVE DIRECTOR CLARKE FOR THE WORK THEY DID, IN PARTICULAR, CALL OUT THE MAYOR AND CITY COUNCIL FOR ALL THE WORK BEHIND THE SCENES AS WELL AS THE CAPMETRO BOARD, SPECIFICALLY OUR CHAIR, AND ATP BOARD MEMBERS.

I WOULD LIKE TO ESPECIALLY CALL OUT TO THE COMMUNITY WHO ADVOCATED.
WHAT I WOULD LIKE TO SAY TO THE COMMUNITY IS, WE HEARD YOU.

>> THANK YOU.

YES?

>> THANK YOU.

I JUST BRIEFLY WANTED TO ACKNOWLEDGE ALL THE HARD WORK OF THE STAFF
THAT GOT US TO THIS POINT.

REALLY, WHEN WE THINK ABOUT JUST A YEAR AGO, THIS VOTE WAS PASSED
BY THE VOTERS OF AUSTIN, BROUGHT FORTH BY THE AUSTIN CITY COUNCIL,
AND HERE WE ARE A YEAR LATER, MADE TREMENDOUS PROGRESS.

BUT REALLY, IT'S A CREDIT TO THE STAFF, IT'S A CREDIT TO THE LEADERSHIP
OF THE ORGANIZATIONS, INCLUDING THE STAFF, SOME OF WHOM ARE ASSEMBLED
HERE IN THE NEW PROJECT CONNECT OFFICE, CAPITAL METRO, THE AUSTIN
TRANSIT PARTNERSHIP, AND OF COURSE, THE LEADERSHIP OF RANDY CLARKE
OF BOTH ORGANIZATIONS THAT GOT US TO THIS POINT.

THANK YOU.

>> THANK YOU.

BOARD MEMBER STRATTON?

>> I WILL JUST ECHO THE COMMENTS THAT MY COLLEAGUES HAVE SAID.
AND LIKE MAYOR ADLER, I'M LOOKING FORWARD TO VOTING FOR THIS THING
TWICE NOW.

THANK YOU FOR EVERYBODY WHO'S BEEN A PART OF THIS.

THIS IS A GREAT MILESTONE MOVING FORWARD.

AND WE'RE -- LET'S KEEP THE TRAINS RUNNING ON TIME.

LET'S TAKE THE NEXT STEP.

LET'S GET THIS BUILT.

AND WHILE WE'RE AT IT, WE'RE LOOKING FORWARD TO A VERY DELIBERATIVE
PROCESS AND STUDYING WHAT OUR NEXT STEPS ARE FOR ENSURING THE SUCCESS
OF BUILDING THIS TIME ON TIME AND ON BUDGET AND DELIVERING WHAT WE
PROMISED THE VOTERS AND WHAT ALL BODIES HAVE BEEN COLLECTIVELY
WORKING TOGETHER FOR THE GOOD OF THE CITY AND OUR FUTURE.

THANK YOU VERY MUCH.

>> THANK YOU, BOARD MEMBER STRATTON.

YES?

>> I WANTED TO REAFFIRM SOMETHING THAT GINA SAID.

THE PROGRESS WE'VE MADE IN THE LAST YEAR HAS BEEN PRETTY EX-
TRAORDINARY.

I WANT TO THANK THE EXECUTIVE DIRECTOR, BECAUSE WE'VE BEEN ABLE TO
REALLY MOVE THIS REALLY QUICKLY, AND MOVE IT FORWARD.

I WANT TO THANK THE STAFF, BECAUSE IT REALLY HAS MOVED SO FAR DOWN
THE TRACKS.

AND I DIDN'T MENTION THAT, AND WISH THAT I HAD.

THANK YOU.

>> THANK YOU, MAYOR.

SO WITH THAT, IF THERE'S NO FURTHER DISCUSSION, I WOULD LIKE TO THANK

THE BOARD MEMBERS AND PROCEED WITH A VOTE ON THE RESOLUTION AS AMENDED BY BOARD MEMBER ELKINS.

SO EVERYONE IN FAVOR, PLEASE SAY AYE.

AYE.

AYE.

AND IT PASSES UNANIMOUS, WITH ZERO -- WITH NO NOS.

SO THANK YOU, EVERYONE, FOR THE HARD WORK.

SO NOW WE MOVE ON TO OUR DISCUSSION ITEMS.

WE'RE GOING TO BE BRIEFED BY OUR INVESTMENT POLICY, MR. BRIAN RIVERA.

HE'S OUR ATP TREASURER.

BRIAN JOINED ATP ONLY A COUPLE OF MONTHS AGO, SO WELCOME, BRIAN, TO THE TEAM.

>> THANK YOU, BOARD MEMBERS.

THANK YOU, MADAM CHAIR, AND BOARD MEMBERS, DIRECTOR CLARKE.

IT'S BEEN A BUSY PAST MONTH.

MY FIRST DAY WAS OCTOBER 4TH.

I JUST GOT ONBOARD AND HIT THE GROUND RUNNING.

AND TRYING TO HELP BRING THIS PROJECT FORWARD IN ANY WAY I CAN.

SO WE'LL DISCUSS TODAY A BRIEF OVERVIEW OF THE TREASURY OFFICE IN GENERAL.

KIND OF THE FUNCTIONS THAT WE'LL BE COMPLETING IN THE TREASURY OFFICE.

WE'LL TALK BRIEFLY ABOUT THE INVESTMENT POLICY THAT YOU GUYS WILL BE TAKING UP IN DECEMBER FOR ACTION ITEM.

I DON'T THINK THIS IS WORKING.

TOP?

ALL RIGHT.

OKAY.

SO THERE'S THREE FUNCTIONS WITHIN THE TREASURY OFFICE.

THERE'S GOING TO BE A CASH MANAGEMENT FUNCTION, A DEBT MANAGEMENT FUNCTION, AND INVESTMENT MANAGEMENT FUNCTION.

I'LL TOUCH BRIEFLY ON THEM HERE NEXT.

NEXT SLIDE, PLEASE.

SO CASH MANAGEMENT IS MANAGING THE RESOURCES THAT WE HAVE ON HAND, AS WE KNOW, AS THE PROJECT RAMPS UP, THERE'S GOING TO BE SOME LARGE BILLS COMING DUE.

SO WE WANT TO MAKE SURE WE'RE LOOKING AT OUR CASH FLOW MODEL, MAKING SURE THAT WE HAVE ADEQUATE RESOURCES TO TAKE CARE OF THOSE LARGER OBLIGATIONS THAT ARE GOING TO BE COMING DUE.

ANOTHER FUNCTION WITHIN THE CASH MANAGEMENT PORTION OF THE TREASURY OFFICE IS WORKING CLOSELY WITH THE REPOSITORY, MAKING SURE WE HAVE AMPLE COLLATERAL ON HAND.

THIS IS MAKING SURE THAT THE FUNDS THAT WE HAVE HELD AT THE BANK ARE ADEQUATELY SECURED.

ALSO, WE'LL BE MANAGING THAT DEPOSITORY CONTRACT AND WORKING WITH OUR BANKING CONTACT ON A DAILY BASIS.

NEXT SLIDE.

THANK YOU.

NEXT IS DEBT MANAGEMENT.

THIS IS REALLY THE FOCAL POINT OF A LOT OF THE FINANCING THAT'S GOING TO BE TAKING PLACE TO HELP MOVE PROJECT CONNECT AND THE VARIOUS ORANGE LINES, BLUE LINES PROJECTS FORWARD.

THE INITIAL STAGES WILL BE WORKING CLOSELY WITH OUR FINANCIAL ADVISER, BOND COUNCIL, INTERNAL LEGAL COUNSEL AND VARIOUS UNDERWRITING FIRMS TO HELP SECURE THE FINANCING THAT IS GOING TO BE NEEDED TO KIND OF HELP MOVE ORANGE AND BLUE LINE FORWARD.

ONCE THIS INITIAL STEP IS COMPLETED AND THE DEBT IS ISSUED, THERE ARE VARIOUS ADMINISTRATIVE TASKS THAT NEED TO BE COMPLETED ON A ROUTINE BASIS.

THE TWO MOST IMPORTANT ONES THAT I WANT TO HIGHLIGHT THERE IS MAKING SURE THAT THE DEBT SERVICE PAYMENTS ARE MADE ON TIME, MAKING SURE THAT WE'RE NOT DEFAULTING ON ANY OF OUR OBLIGATIONS THAT WE ISSUE, AND NEXT IS THE COMPLIANCE PORTION.

WHEN WE DO ACCESS TO CAPITAL MARKETS, THERE'S GOING TO BE A SLEW OF DEBT GOVERNANCE TO ENSURE WE'LL BE PROVIDING THE BOND HOLDERS AND THE INVESTORS WITH ADEQUATE INFORMATION TO MAKE INFORMED DECISIONS. THE DEBT MANAGEMENT FUNCTION KIND OF HELPS MAINTAIN THAT, MAKES SURE THAT ALL THE COMPLIANCE ITEMS THAT NEED TO GET COMPLETED ARE COMPLETED IN A TIMELY MANNER.

AND THEN LASTLY, WE'LL BE WORKING CLOSELY WITH THE FINANCIAL ADVISER OVERSEEING THAT CONTRACT, AS WELL AS THE UNDERWRITING CONTRACT WHICH IS ESSENTIALLY THE FINANCIAL INSTITUTIONS THAT ARE GOING TO HELP BRING OUR OBLIGATIONS TO THE CAPITAL MARKET AND SECURE THAT FINANCING.

NEXT SLIDE.

NEXT IS INVESTMENT MANAGEMENT.

THIS IS REALLY THE MAIN REASON WHY WE'RE HERE TODAY.

SO WITHIN THE INVESTMENT MANAGEMENT FUNCTION WITHIN THE TREASURY OFFICE, IT'S REALLY TO ADMINISTER THE INVESTMENT POLICY.

SO ENSURING THAT ANY INVESTMENTS THAT ARE ENTERED INTO WITH ATP FUNDS ADHERE TO, ONE, STATE STATUTE, AND TWO, INVESTMENT POLICY THAT YOU ALL ARE GOING TO APPROVE IN DECEMBER.

THIS PARTICULAR FUNCTION REALLY GOES HAND IN HAND WITH CASH MANAGEMENT.

SO WE WANT TO MAKE SURE THAT THE INVESTMENTS THAT WE ARE ENTERING INTO BASICALLY TIE TOGETHER WITH OUR CASH FLOW NEEDS THAT ARE GOING TO BE COMING DUE IN THE NEXT MONTH, THREE MONTHS, SIX MONTHS, AND NEXT YEAR REALLY.

AND ONE THING I DO WANT TO MENTION IS, THE TEXAS LOCAL GOVERNMENT CODE, CHAPTER 2256 OF THE PUBLIC INVESTMENT FUNDS ACT, THAT IS REALLY THE FOCAL POINT OF HOW OUR INVESTMENT POLICY WAS EXTRACTED.

SO THERE'S A SET CRITERIA OF INVESTMENTS THAT WE CAN ENTER INTO. THESE ARE VERY SECURE INVESTMENTS.

TALKING U.S. TREASURIES, LOCAL GOVERNMENT INVESTMENT POOLS, WHICH ARE ESSENTIALLY MONEY MARKET ACCOUNTS FOR MUNICIPAL ENTITIES TO ENTER INTO.

AS BOARD MEMBER ELKINS MENTIONED BEFORE, WE WILL NOT BE INVESTING IN CRYPTOCURRENCY.

ONE THING I DID WANT TO HIGHLIGHT, THE LAST PARTICULAR BULLET, WE MAY BE LOOKING FOR AN INVESTMENT ADVISER, INVESTMENT CONSULTANT TO KIND OF HELP STAND UP THIS PARTICULAR FUNCTION OF THE TREASURY OFFICE, AND THEY'LL REALLY BE INSTRUMENTAL IN MAKING SURE THAT OUR INVESTMENT PORTFOLIO IS GOING TO GO HAND IN HAND WITH OUR CASH FLOW NEEDS OF THE NEXT COUPLE OF MONTHS, AND YEARS AND SUCH.

NEXT SLIDE.

HERE'S -- WE'RE GOING TO START TALKING ABOUT THE INVESTMENT POLICY. AS I MENTIONED, OUR INVESTMENT POLICY THAT'S GOING TO BE CONSIDERED BY YOU ALL IN DECEMBER WAS STRUCTURED TO BE COMPLIANT WITH STATE STATUTE.

THE MAIN OBJECTIVES SET OUT WITHIN THE INVESTMENT POLICY ARE OBVIOUSLY, NUMBER ONE, IS GOING TO BE THE SAFETY OF OUR ASSETS THAT WE HAVE ON HAND.

TWO IS MAINTAINING LIQUIDITY.

AGAIN, TYING BACK TO OUR CASH FLOW NEEDS WITHIN THE NEXT COUPLE OF MONTHS.

AND THE NEXT YEAR.

AND THREE IS THE YIELD OBJECTIVES, MAKING SURE WE ARE EARNING AMPLE INTEREST BY ACCESSING SECURE INVESTMENTS.

WITHIN THE INVESTMENT POLICY, THERE ARE GOING TO BE THREE INVESTMENT STRATEGIES THAT ARE OUTLINED.

ONE IS GOING TO BE FOR THE OPERATING PORTFOLIO, WHICH IS REALLY MAINLY OUR OWN PORTFOLIO RIGHT NOW, THE ONLY PORTFOLIO WE HAVE.

AND THEN THE NEXT TWO ARE DEBT SERVICE PORTFOLIO AND DEBT RESERVE PORTFOLIO.

I DID INCLUDE THEM IN THE INVESTMENT POLICY, AS WE WILL BE ISSUING DEBT AT SOME POINT IN TIME.

WITHIN THE LIFE OF ATP.

SO TRYING TO BE PROACTIVE FROM THAT POINT.

NEXT SLIDE, PLEASE.

SO WITHIN THE INVESTMENT POLICY, THERE IS A SECTION THAT DELEGATES AUTHORITY OF INVESTING THE FUNDS.

AND PER THE BYLAWS, THE CUSTODIAN OF THE FUNDS IS THE TREASURER OF THE BOARD, WHICH IS THE CFO CURRENTLY.

SO I DID ALLOW FOR, AND IT IS CUSTOMARY, TO ALLOW FOR THE DELEGATION OF THAT PARTICULAR AUTHORITY TO THE TREASURY OFFICE, OR OTHER FINANCIAL OFFICERS OF THE CORPORATIONS TO KIND OF ENTER INTO VARIOUS

INVESTMENTS ON BEHALF OF THE TREASURER OF THE BOARD.
WITHIN THE INVESTMENT POLICY, THERE IS A SECTION THAT DOES OUTLINE AN AUDIT REQUIREMENT.
SO THIS IS GOING TO GO HAND IN HAND WITH OUR ANNUAL FINANCIAL AUDIT THAT ATP UNDERTAKES.
ESSENTIALLY THAT AUDIT IS TO ENSURE THAT WE ARE ADHERING TO THE INVESTMENT POLICY THAT YOU ALL APPROVE IN DECEMBER.
AND THEN LASTLY HERE ON THIS SLIDE, I DO WANT TO MENTION THAT THE INVESTMENT POLICY IS STRUCTURED IN A MANNER TO ALLOW FOR AN INVESTMENT ADVISER, OR INVESTMENT CONSULTANT TO MANAGE OUR INVESTMENT PORTFOLIO.
SO AS WE DO KIND OF LOOK TO THE FUTURE, AND WHAT THAT PARTICULAR SOLICITATION LOOKS LIKE, I DID WANT TO MAKE SURE THAT OUR INVESTMENT POLICY ALLOWED FOR THOSE SERVICES TO BE PROCURED.
NEXT SLIDE.
THANK YOU.
I THINK THIS IS THE LAST SLIDE THAT I HAVE IN THE DECK.
BUT WITH THE INVESTMENT POLICY, THERE IS AN INVESTMENT COMMITTEE THAT IS FORMED.
THIS INVESTMENT COMMITTEE IS GOING TO BE THE CFO AS THE CHAIR OF THE COMMITTEE, THE TREASURER AND MYSELF, THE VICE CHAIR, THE BUDGET DIRECTOR, A REPRESENTATIVE FROM OUR FINANCIAL ADVISING FIRM, AND A REPRESENTATIVE FROM LEGAL.
AND WHAT WE WILL KIND OF MEET AND TALK ABOUT IS THE PERFORMANCE OF THE INVESTMENT PORTFOLIO, AND THEN LOOKING AT THE FUTURE INVESTMENT PROCEDURES AND HOW WE SHOULD STRUCTURE THOSE IN ENSURING THAT THE INVESTMENT PORTFOLIO IS ADHERING TO THE INVESTMENT POLICY.
ALSO, WITHIN THE INVESTMENT POLICY, IT IS OUTLINED -- WE DO OUTLINE OUR REPORTING REQUIREMENTS.
THESE REPORTING REQUIREMENTS ARE REQUIRED PER STATE STATUTE.
AND I HAVE THE SECTION LISTED THERE.
WHAT THIS IS GOING TO BE ESSENTIALLY, A QUARTERLY REPORT THAT IS PROVIDED TO THE BOARD THAT'S GOING TO BREAK OUT OUR INVESTMENT PORTFOLIO.
IT'S GOING TO SHOW YOU WHAT WE ALL ARE INVESTED IN, AND BEGINNING BALANCE, ENDING BALANCE, WHAT WE'RE EARNING ON THE VARIOUS INVESTMENTS WE DID VIEWER.
THAT WILL BE COMING OUT ON A QUARTERLY BASIS.
AND THEN LASTLY, PER PFIA, THIS INVESTMENT POLICY DOES NEED TO BE APPROVED ON AN ANNUAL BASIS.
SO THIS WILL BE KIND OF A ROUTINE THING THAT YOU GUYS SEE ON AN ANNUAL BASIS BEFORE YOU.
AND I BELIEVE THAT'S ALL I HAVE FOR YOU ALL.
DO YOU HAVE ANY QUESTIONS?
>> THANK YOU, MR. RIVERA.

DO WE HAVE ANY QUESTIONS?

YES?

>> THANK YOU.

THANKS, BRIAN, FOR THAT PRESENTATION.

GREAT TO HAVE YOU ONBOARD.

WELCOME.

I GUESS TRIAL BY FIRE, THE HONEYMOON'S OVER.

>> YEAH.

>> JUST A COUPLE THINGS.

YOU KNOW, IN TERMS OF THE INVESTMENT THAT YOUR POLICY IS GOING TO PRESENT TO US, I WOULD IMAGINE THERE WOULD BE OBJECTIVES LIKE MAXIMUM YIELD WITH ADEQUATE SAFETY, AND ADEQUATE LIQUIDITY.

>> MM-HMM.

>> TO THAT, I WANT TO SEE THAT WE HAVE ALL OF OUR CASH -- NOT KEEPING IT IN OVERNIGHTS.

CASH THAT WE DON'T NEED, SAY, FOR A YEAR OR NOW, WE MATCH THAT UP TO THE MATURITY OF THE INVESTMENTS, TO PICK UP YIELDS.

THE OTHER THING TO THINK ABOUT IS, THERE'S GOING TO BE A LOT OF FOLKS WHO WILL WANT TO WORK ON US IN UNDERWRITING.

UNDERWRITING IS A BUSINESS TO THE BANKS.

TO THE EXTENT WE'RE AGNOSTIC BETWEEN TWO UNDERWRITERS, AND ONE UNDERWRITER MAY HAVE A CASH INVESTMENT PRODUCT AND MAY OFFER US A MORE FAVORABLE YIELD, TO CONSIDER A SELECTION CRITERIA FOR UNDERWRITER THAT MAY OFFER US A BETTER YIELD, TO KIND OF MAKE SOME LINKAGES ON THOSE TWO.

>> DEFINITELY.

>> OTHER THAN THAT, GREAT PRESENTATION.

THANK YOU.

>> ONE THING I DID WANT TO HIGHLIGHT, IN DECEMBER WHEN WE BRING THIS BACK FOR APPROVAL BY YOU ALL, I DID MENTION THE LOCAL GOVERNMENT INVESTMENT POOLS WHICH ARE ESSENTIALLY A MONEY MARKET ACCOUNT IN MUNICIPALITIES TO PARK MONEY OVERNIGHT.

THOSE PARTICULAR INVESTMENT VEHICLES REQUIRE A BOARD RESOLUTION AUTHORIZING US TO PUT MONEY WITH THEM.

SO WE WILL BE BRINGING THAT, A BOARD RESOLUTION TO ALLOW FOR US TO KIND OF DEPLOY THE FUNDS INTO OVERNIGHT KIND OF SECURITY IN THE MEANTIME, WITH THIS PARTICULAR ITEM.

>> GREAT PRESENTATION.

AND WELCOME.

WAS THERE A HONEYMOON?

DID YOU HAVE A HONEYMOON?

>> OH, YEAH, NO, IT WAS ALL BUT 30 MINUTES, RIGHT?

>> ABOUT PROHIBITIVE INVESTMENTS, I DON'T KNOW WHAT THE -- THIS MAY BE A LEGAL QUESTION AS WELL.

HOW DO WE ENSURE THAT THE PORTFOLIO IS NOT INVESTED IN SOMETHING

THAT'S NOT IN ALIGNMENT WITH THE MISSION, THE ETHICS AND CORE VALUES OF ATP?

>> AS FAR AS CORE VALUES OF ATP, THERE ARE CERTAIN ITEMS --

>> THEY MAY NOT BE DEFINED ANYWHERE.

>> RIGHT.

>> JUST THAT WE DON'T GET IN A QUANDARY, WHERE AN INVESTMENT IS MADE IN SOMETHING THAT'S ANTI-WHAT WE STAND FOR.

>> THE GOOD THING IS THAT THE ONLY ITEMS THAT WE CAN INVEST IN, THERE'S A SECTION THAT SAYS ELIGIBLE INVESTMENTS IN IT.

IT'S U.S. TREASURIES, IT'S MUNICIPAL BONDS, OR MUNICIPAL SECURITIES THAT ARE OFFERED IN THE MARKET.

IT'S VERY SECURE INVESTMENTS.

SO WE WON'T BE GOING OUT AND INVESTING IN EQUITIES OR TESLA, OR ANYTHING OF THAT NATURE.

IT'S GOING TO BE REALLY SECURE INVESTMENTS THAT ARE OFFERED BY, FOR INSTANCE, STATE OR LOCAL MUNICIPALITIES.

>> UNDERSTOOD.

SO UNDER PROHIBITIVE INVESTMENTS, IT'S INFERRED.

>> IT IS INFERRED.

THERE ARE TWO COLLATERALIZED MORTGAGE OBLIGATIONS, THERE'S JUST TWO.

>> OKAY.

THANK YOU, SIR.

>> NO PROBLEM.

>> THANK YOU.

DO WE HAVE ANY OTHER QUESTIONS?

SO JUST TO MAKE SURE WE UNDERSTAND, SO THIS POLICY THAT'S GOING TO BE BROUGHT FORWARD FOR DECEMBER WOULD BE AN ACTION ITEM FOR APPROVAL.

>> CORRECT.

>> AND THIS COMPLIES WITH OUR REQUIREMENTS.

>> PER STATE STATUTE, MM-HMM.

>> PER STATUTE.

>> MM-HMM.

>> SO WITH THAT, THANK YOU SO MUCH.

NO FURTHER QUESTIONS?

>> I DON'T.

BUT I DO APPRECIATE THAT WE'RE GETTING IT A MONTH IN ADVANCE, FOR US, AND FOR ANYBODY WHO WANTS TO TAKE A LOOK AT IT.

AND CERTAINLY, IF WE HAVE QUESTIONS OVER THAT PERIOD OF TIME, WE'LL GET THEM TO YOU.

>> FOR SURE.

>> AS WE GET INTO DECEMBER.

BUT JUST FOR THE PUBLIC TO KNOW, WE'RE NOT REALLY IN A POSITION TO ASK QUESTIONS NOW, BUT WE'RE RECEIVING IT NOW, AND GETTING IT OUT TO THE PUBLIC.

SO THANK YOU FOR THAT.

>> PERFECT.

THANK YOU ALL.

>> THANK YOU.

SO NEXT WE HAVE A BRIEFING ON THE RECORDS MANAGEMENT POLICY, AND RECORDS MANAGEMENT OFFICER APPOINTMENT BY DEPUTY COUNSEL BRANDON CARD.

WELCOME, SIR.

>> THANK YOU.

GOOD AFTERNOON, MADAM CHAIR, AND EXECUTIVE CLARKE.

I'M WITH THE AUSTIN TRANSIT PARTNERSHIP.

WE'RE BRINGING YOU A BRIEFING ON THE RECORDS MANAGEMENT POLICY THAT WILL BE COMING TO YOU FOR APPROVAL IN DECEMBER.

AND ALSO THE RECORDS MANAGEMENT OFFICER APPOINTMENT.

FIRST, AS ATP IS A LOCAL GOVERNMENT CORPORATION, WE MUST COMPLY WITH THE TEXAS LOCAL GOVERNMENT RECORDS ACT WHICH IS CHAPTER 201 THROUGH 205 OF THE LOCAL GOVERNMENT CODE.

AS A PART OF THAT ACT, ATP MUST -- THE ATP BOARD MUST ACTUALLY ADOPT A RECORDS MANAGEMENT POLICY.

WHAT THAT POLICY DOES IS CREATES A WAY FOR US TO EFFICIENTLY, ECONOMICALLY HAVE EFFECTIVE CONTROLS OVER THE CREATION, DISTRIBUTION, ORGANIZATION, MAINTENANCE USE, AND MOST IMPORTANTLY DISPOSITION OF ALL RECORDS FOR THE ORGANIZATION.

AS A PART OF THAT, WE'LL HAVE A RECORDS RETENTION SCHEDULE THAT IS PUT OUT BY THE STATE.

SO FOR EXAMPLE, THERE WILL BE A TIMELINE FOR WHEN WE CAN DISPOSE OF CONTRACTS VERSUS PERSONNEL FILES, VERSUS A DESIGN DOCUMENT.

ALL THAT IS SET OUT IN THE RECORDS RETENTION SCHEDULE SET OUT BY THE STATE.

THE REASON THIS IS COMING NOW, AND IT SHOULD BE HOPEFULLY ADOPTED IN DECEMBER, IS BECAUSE THE RIM POLICY, ACCORDING TO STATE STATUTE, MUST BE ADOPTED WITHIN ONE YEAR OF ATP'S INCORPORATION.

WE'RE BRINGING THIS TO YOU RIGHT BEFORE THE DEADLINE.

THE SECOND PART OF THIS, IN ADDITION TO THE RECORDS INFORMATION MANAGEMENT POLICY, ATP MUST ALSO DESIGNATE AN INDIVIDUAL OR POSITION TO BE THE RECORDS MANAGEMENT OFFICER FOR THE ORGANIZATION.

STAFF IS PROPOSING TO DESIGNATE OUR LEGAL SERVICES, OR LEGAL DEPARTMENT, THE LEGAL DEPARTMENT'S LEGAL SERVICES COORDINATOR WHICH IS CURRENTLY STAFFED BY LYNN TRUMBLE.

SHE REPORTS TO ME.

WE'RE ASKING SHE BE APPOINTED AS THE RECORDS MANAGEMENT OFFICER. AND SHE WILL BE HERE HOPEFULLY NEXT MEETING TO SEE HER AND MEET HER IF YOU NEED TO.

SHE SERVED AS SENIOR CITY SECRETARY FOR CITY OF HUTTO FOR TWO YEARS AND PURSUING A STATE CERTIFICATION IN RECORDS MANAGEMENT.

BOTH OF US ARE GETTING RAMPED UP ON RECORDS MANAGEMENT IN ON WHAT'S

GOING TO BE REQUIRED.

RECORDS MANAGEMENT IS NOT JUST A ONE-PERSON SHOP, IT'S ACTUALLY GOING TO BE SHARED AMONG THE ORGANIZATION.

SO WE'RE COORDINATING WITH THE PROJECT TEAM TO MAKE SURE THEIR DOCUMENT CONTROLS MATCH UP WITH THE RECORDS MANAGEMENT POLICY.

AFTER THIS APPROVAL IN DECEMBER OF THE RIM POLICY AND RMO DESIGNATION, WE'LL GO AND FILE THE APPROPRIATE PAPERWORK WITH THE TEXAS STATE LIBRARY AND ARCHIVES COMMISSION WHICH GOVERNS BOTH THE RIM POLICY AND RECORDS MANAGEMENT OFFICER PROGRAM.

AND THAT'S ALL I HAD.

ANY QUESTIONS?

>> QUESTIONS FOR MR. CLARKE?

YES?

>> THANK YOU.

THANKS VERY MUCH.

I'M ONE OF THE PEOPLE THAT CAN APPRECIATE RECORDS MANAGEMENT.

BECAUSE I'VE SEEN IN PRIOR LIVES WHERE WE DON'T HAVE ADEQUATE DOCUMENTATION, AND IT PUTS US IN A VERY DIFFICULT SITUATION WITH RESPECT TO LITIGATION, OR ANYTHING LIKE THAT.

I THINK WITH RESPECT TO -- THIS IS REALLY IMPORTANT IN ONE KEY AREA, AND THAT'S CHANGE ORDERS, CHANGE MANAGEMENT.

I'VE SEEN THIS, THAT, YOU KNOW, WE NEED TO HAVE FULL DISCUSSIONS WITH CONTRACTORS DOCUMENTED.

A LOT OF TIMES THERE WILL BE AN INFORMAL DISCUSSION AT THE WATER COOLER WITH THE CONSULTANT, I'D LIKE YOU TO DO SUCH-AND-SUCH, BUT IT REALLY ISN'T A CHANGE.

TO THE EXTENT THAT WE HAVE MINUTES OF MEETINGS, WHEN WE HAVE MEETINGS, THAT THERE'S MINUTES PRODUCED, THAT GETS SOMEHOW LINKED INTO THIS RECORDS MANAGEMENT THING.

E-MAILS, INFORMAL COMMUNICATIONS, WE MAY CONSULT IN THE CORRIDOR, I WOULD LIKE YOU TO DO EXTRA ENGINEERING WORK, RIGHT?

AND WE SEND AN E-MAIL, JOHN DOE, HEY, HAD THAT DISCUSSION ABOUT DOING X IN JANUARY.

THAT'S THE TYPE OF STUFF THAT I THINK WILL SERVE US IN GOOD STEAD DOWN THE ROAD WITH RESPECT TO CHANGE ORDERS.

UNFORTUNATELY CHANGE ORDERS ARE JUST A PART OF LIFE.

BUT IF WE HAVE DOCUMENTATION, IT JUST HELPS US.

>> THANK YOU.

AS A PART OF THIS RMO POSITION, WE WILL ALSO PUT OUT SOME TRAINING SO THAT PEOPLE KNOW WHAT KIND OF DOCUMENTS NEED TO BE PRESERVED, AND ARE AWARE OF THIS RETENTION SCHEDULE.

IT HELPS US WITH LITIGATION OR PUBLIC INFORMATION REQUESTS OR AUDITS.

AND SO WE'RE DEFINITELY GOING TO TRY TO MAKE SURE EVERYBODY'S ON THE SAME PAGE.

>> GREAT.

ANY OTHER FURTHER QUESTIONS, OR COMMENTS FOR MR. CLARKE?

THANK YOU, SIR.

OUR FINAL BRIEFING WILL BE AN UPDATE ON THE DESIGN WORKSHOPS BY OUR ATP CHIEF OF ARCHITECTURE, MR. MULLEN.

WELCOME.

>> THANK YOU, CHAIR, BOARD MEMBERS, DIRECTOR CLARKE.

SINCE THE LAST BOARD MEETING WE'VE HAD TWO COMMUNITY DESIGN WORKSHOPS.

AND THEY'RE BOTH TWO VERY DIFFERENT SUBJECTS.

IN AREAS OF THE PROGRAM.

AND I WANTED TO JUST TAKE YOU THROUGH SOME OF THE CONSIDERATIONS THAT WE PRESENTED TO THE PUBLIC, AND THE COMMUNITY, AND SOME OF THE FEEDBACK THAT WE GOT.

IT WILL BE HELPFUL IN THE DESIGN OF EACH OF THESE.

I KNOW IT'S GETTING ON, SO I'LL TRY TO MOVE RAPIDLY.

THE FIRST ONE IS THE BLUE LINE BRIDGE OVER LABOR LAKE.

AND TO ORIENT YOU, THIS IS THE BRIDGE BASICALLY THAT CONNECTS THE WATERFRONT STATION, WHICH IS AN AT GRADE STATION ON THE SOUTH SIDE OF THE LAKE WITH THE STATION THAT'S AN UNDERGROUND STATION ON THE NORTH SIDE OF THE LAKE.

YOU CAN SEE THE TWO STATIONS ON THE MAP.

AND SOME OF THE SURROUNDING CONTEXT.

CURRENTLY THE VISION FOR THE BRIDGE IS IT IS BOTH A BRIDGE FOR THE BLUE LINE AND THE LIGHT RAIL VEHICLES THAT WILL TRAVEL ALONG THE BLUE LINE, AS WELL AS BRIDGE FOR CYCLISTS AND PEDESTRIANS AND OTHER ACTIVITIES.

AND I'LL TALK THROUGH SOME OF THE CONSIDERATIONS ASSOCIATED WITH THOSE.

WE ALSO HAVE A NUMBER OF CONSTRAINTS THAT WE ARE TRYING TO NAVIGATE. OBVIOUSLY THE CONTEXT OF LABOR LAKE ITSELF AND BUTLER TRAIL, THE WATER GREENWAY TRAIL, ALSO THE WATER CREEK TUNNEL, WHICH IS DIRECTLY ADJACENT TO IT, AND THE WATER CREEK BOAT HOUSE THAT WILL BE IMPACTED BY THE BRIDGE.

THIS IS JUST SOME OF THE CONNECTIONS THAT CAN BE MADE.

NOT JUST FOR THE BLUE LINE, BUT ALSO FOR PEDESTRIANS AND CYCLISTS, INCLUDING A POTENTIAL FEATURE EXTENSION OF THE LANCE ARMSTRONG BIKEWAY, CURRENTLY COMES ACROSS FOURTH, TURNS SOUTH ON TRINITY AND CONTINUES WEST ON THIRD.

AND ATP IS CONSIDERING AN EXTENSION MUCH THE LANCE ARMSTRONG BIKEWAY DOWN TRINITY SO THAT CAN CONNECT TO THE BLUE LINE AS WELL.

AND TO SOUTHCENTRAL AUSTIN AND SOUTHCENTRAL WATERFRONT.

THIS IS A SENSITIVE LANDSCAPE THAT WE'RE WORKING WITHIN.

THAT'S ONE OF THE THINGS BORNE OUT IN THE WORKSHOP.

THE LAKE IS A REALLY IMPORTANT PART OF OUR COMMUNITY, THE LIFE BLOOD OF OUR COMMUNITY IN MANY WAYS, AT THE CENTER OF OUR CITY.

BUT THE LANDSCAPE IS A SENSITIVE ONE.
SO THAT'S SOMETHING THAT'S GOING TO GUIDE A LOT OF OUR DEVELOPMENT
AND DESIGN AS WE MOVE FORWARD.
AND THEN SPECIFICALLY, YOU KNOW, ONE THING TO CONSIDER IS THAT, YOU
KNOW, THE WATER CREEK DESIGN PLAN INCLUDED PEDESTRIAN BRIDGE AT THE
SOUTHERN TERMINUS OF THAT PROJECT THAT WAS PART OF THE COUNCIL
APPROVED PLAN FOR THE WATERLOO GREENWAY.
WE ARE ESSENTIALLY PROPOSING TO INCORPORATE THAT ASPECT OF THAT PLAN
INTO THE BRIDGE.
SO I THINK THAT'S JUST AN IMPORTANT CONSIDERATION FOR US, THAT WE'RE
MEETING THE INTENT BEHIND THAT PROGRAM AS PART OF THE DEVELOPMENT
OF THE BRIDGE DESIGN FOR THE BLUE LINE.
AND WE ALWAYS HAVE TO BE ASPIRATIONAL, RIGHT?
THIS IS AN EXTRAORDINARY OPPORTUNITY FOR US TO USE ARCHITECTURE IN
A WAY AS WELL AS THE INFRASTRUCTURE OF MOBILITY, TO STITCH OUR
COMMUNITY TOGETHER, BOTH PHYSICALLY AND SPIRITUALLY, CULTURALLY.
YOU KNOW, BRIDGES ARE INCREDIBLE METAPHORS, AND WE THINK WE REALLY
SHOULD TRY TO USE THIS BRIDGE TO LEVERAGE THAT OPPORTUNITY WITHIN
OUR CITY TO CREATE A PLACE THAT SERVES OUR COMMUNITY BROADLY.
AS I SAID, THE LAKE IS SUCH AN IMPORTANT PART OF OUR COMMUNITY.
AND IT HAS A REALLY FASCINATING HISTORY FROM A PLACE THAT IS REGULARLY
FLOODED TO A PLACE WHERE FLOODING WAS CONTROLLED, BUT WAS LARGELY
INDUSTRIAL, TO A PLACE THAT NOW IS THIS VERY ROBUST ENVIRONMENT.
AND THE SENSITIVITY TO ECOLOGY AND ROBUST ECOLOGY OF THE LAKE IS
SOMETHING THAT WE HAVE TO PROTECT, PRESERVE, AND ENHANCE.
BUT IT'S ALSO A PLACE WHICH HAS ROBUST HUMAN ACTIVITY.
AND SO WE HAVE TO EMBRACE THAT AS WELL.
AND INCLUDING, YOU KNOW, I THINK THE BATS, THERE'S A SIGNIFICANT BAT
HABITAT UNDER THE BRIDGE, THAT KIND OF SYMBOLIZES THE HARMONIOUS
CO-EXISTENCE OF THE REALM, AND THE BRIDGE HAS TO ACHIEVE THAT SAME
BALANCE.
WE HAVE SOME REALLY GREAT PRECEDENTS FOR PEDESTRIAN BRIDGES IN
PARTICULAR.
NOT SO MUCH RAIL BRIDGES, BUT PEDESTRIAN BRIDGES IN AUSTIN OVER OF
THE LAKE.
THE FLUTER BRIDGE NEAR LAMAR IS JUST -- IS SUCH A -- REALLY, JUST A
BEAUTIFUL PLACE.
YOU CAN SEE ESPECIALLY IN THE EVENINGS, HOW PEOPLE GATHER THERE TO
ENJOY THE EXPERIENCE AT THE LAKE.
AND IT'S BOTH A PLACE OF GATHERING, BUT ALSO A PLACE OF SERENITY.
IT GIVES IT AN AMAZING BALANCE.
ALSO THE FUTURE LONGHORN DAM PEDESTRIAN BRIDGE TO THE EAST.
THAT'S IN DEVELOPMENT RIGHT NOW.
SO I THINK WE HAVE SOME GOOD LESSONS TO BE LEARNED FROM THESE
PRECEDENTS.

ONE OF THE THINGS WE DID IN THE WORKSHOP WAS TO BRIEF THE PUBLIC ON THE LANDINGS ON BOTH SIDES OF THE LAKE, BECAUSE THEY ARE BOTH SENSITIVE IN THEIR OWN WAYS.

FIRST OF ALL, ON THE SOUTH SIDE, THE BRIDGE WILL LAND ON THE ESSENTIALLY AT THE LOCATION OF THE SOUTHCENTRAL WATERFRONT WHICH IS IN DEVELOPMENT RIGHT NOW.

AND SO WE CERTAINLY WANT TO -- THERE'S A LITTLE DIAGRAM OF SHOWING HOW THE BRIDGE WILL COME ACROSS ABOVE THE LAKE, AND THEN BASICALLY LAND AT THE TOP OF THE BANK.

SO THAT IT CAN BASICALLY BOTH BRING THE TRAINS TO THE STATION TO THE SOUTH, AT THE WATERFRONT STATION, BUT ALSO PROVIDE PEDESTRIAN BICYCLE CONNECTION, BOTH TO THE TRAIL ON THE SOUTH SIDE OF THE LAKE AS WELL AS TO THE NEW SOUTHCENTRAL WATERFRONT.

ON THE NORTH SIDE OF THE LAKE, A LITTLE MORE COMPLICATED BECAUSE OF WHAT'S HAPPENING WITH THE BLUE LINE.

THIS IS WHERE THE BLUE LINE TRANSITIONS FROM THE BRIDGE ITSELF DIRECTLY INTO THE DOWNTOWN SUBWAY.

AND SO WE SPENT A FAIR AMOUNT OF TIME TRYING TO FIGURE OUT HOW TO DO THAT IN THE MOST EFFICIENT WAY, AND ALSO IN THE WAY THAT IS LEAST DISRUPTIVE TO THE EXPERIENCE OF THE TRAIL ITSELF.

YOU KNOW, AND HOW TO BASICALLY MANAGE THOSE -- THAT OVERLAP OF DIFFERENT MODAL MOVEMENTS.

SO YOU CAN SEE THE -- ESSENTIALLY BY THE TIME WE GET -- THE GOAL IS BY THE TIME WE GET TO THE TRAIL, THAT THE TRAIN IS ALREADY UNDERGROUND, SO THAT THE TRAIL CAN BE UNINTERRUPTED AS IT MOVES ALONG THE LAKE SHORE.

ALSO, THINGS TO CONSIDER IS THAT WE DO HAVE TO MAINTAIN VEHICULAR ACCESS TO THE WATER CREEK OUTFALL FOR MAINTENANCE.

THERE ARE A LOT OF OTHER ELEMENTS WE'RE HAVING TO NAVIGATE.

SO THIS IS A SECTION DIAGRAM SHOWING HOW THAT WOULD WORK.

ESSENTIALLY AS THE BRIDGE COMES ACROSS THE LAKE, THE TRAINS WOULD BASICALLY GO DOWN INTO THE SIDE OF THE BANK OF THE LAKE.

AND THEN THE PEDS AND BIKES WOULD STAY UP HIGH, AND THEN TRANSITION TO THE TOP OF THE BANK WHERE IT WOULD INTERSECT WITH THE HIKE AND BIKE TRAIL.

WE ARE LOOKING AT THE POSSIBILITY OF HAVING AN ENTRANCE INTO THE RAIN BACK STATION, IN SOME PROXIMITY TO THE LAKE ITSELF.

IT'S THE BLUE SQUARE.

WHICH I THINK COULD BE A REALLY EXTRAORDINARY WAY TO MERGE THE TRANSIT INFRASTRUCTURE WITH THE LAKE, AND PROVIDE ACCESS TO THE AMENITY FROM ALL OVER THE CITY.

SO YOU CAN SEE THERE'S THE ENTRANCE AND THEN A PEDESTRIAN RAMP THAT COMES DOWN ON TOP OF THE RAIL TUNNEL TO CONNECT TO THE STATION TO THE NORTH.

SO THIS IS, I'LL SAY, THIS IS ONE OF THE MOST GEOMETRICALLY CON-

STRAINED AND COMPLEX AND SENSITIVE ENVIRONMENTS IN THE ENTIRE ALIGNMENT.

WE HAVE TO GET THIS RIGHT.

RIGHT?

SO IT'S SOMETHING THAT'S JUST VERY -- GOING TO BE VERY TECHNICALLY DESIGNED.

THIS IS A KIND OF MORE RENDERED LANDSCAPE VIEW OF HOW ALL THE ELEMENTS INTERSECT.

YOU CAN SEE THE RAIL BASICALLY GOING UNDERGROUND.

WE HAVE THE ABILITY TO LANDSCAPE BASICALLY ON TOP OF THAT PORTAL.

SO KIND OF BASICALLY MITIGATE THE IMPACTS ON THE LAKE.

AND ACTUALLY, I THINK BRING BACK NEW LANDSCAPES TO ENHANCE THE ECOLOGICAL FUNCTION OF THE LAKE SHORE.

YOU CAN SEE THE TRAIL COMING ACROSS, AND THEN CONNECTING TO BOTH THE EXTENSION OF THE HIKE AND BIKE TRAIL TO THE EAST AND THE WATERWAY GREENWAY TO THE NORTH.

AND THEN THE POTENTIAL FOR DEVELOPING THIS AS A REALLY PLACE, A DESTINATION WITH THE ENTRANCE INTO THE STATION.

SO I'M NOT GOING TO GO INTO DETAIL ON THIS, BECAUSE JACKIE DID A GOOD JOB EARLIER.

I THINK GOING THROUGH THESE CONSIDERATIONS.

THE GOAL IS THAT WE WILL BE EXECUTING THE DESIGN OF THE BRIDGE THROUGH AN INTERNATIONAL DESIGN COMPETITION.

SO ONE OF THE PURPOSES OF THE COMMUNITY DESIGN WORKSHOP WAS TO GET FEEDBACK THAT WE CAN INCORPORATE INTO THE BRIEF, FOR THE COMPETITION, SO THAT COMPETITORS UNDERSTAND THE COMMUNITY PRIORITIES, SO THEY CAN INCORPORATE THOSE INTO THE DESIGN SOLUTIONS.

SECOND, I WANTED TO JUST -- MAYBE I'LL TAKE QUESTIONS ABOUT THE BRIDGE, BEFORE I MOVE INTO THE SECOND PART.

IT MIGHT BE MORE EFFICIENT.

>> THAT'S A GOOD IDEA.

DO WE HAVE ANY QUESTIONS?

BOARD MEMBER STRATTON?

>> YES.

GIVEN ALL THE FEEDBACK THAT WE HAD, AT OUR TRIPARTY MEETING, I'M CURIOUS -- BY THE WAY, PETER, THIS IS PHENOMENAL.

I APPRECIATE ALL THE WORK YOU AND YOUR TEAM ARE PUTTING INTO THIS. BECAUSE YOU'RE GIVING US A LOT OF BOTH IDEAS FROM WHAT'S AROUND AUSTIN, BUT THEN KIND OF INCORPORATING IT INTO WHAT IT MIGHT BE AND WHAT IT MIGHT LOOK LIKE.

I APPRECIATE ALL THE TIME YOU'RE DOING, AND THE FEEDBACK YOU'VE BEEN TAKING.

BUT ONE THING I AM CURIOUS ABOUT, WHERE ON ANY OF THESE RENDERINGS IS THE BOAT HOUSE?

YOU KNOW, THE ELEPHANT IN THE ROOM, AS IT WERE, THAT WE'VE HEARD SO

MUCH ABOUT.

>> YEAH.

SO WE'VE HEARD A LOT OF FEEDBACK FROM THE COMMUNITY ABOUT CONCERNS ABOUT THE BOAT HOUSE LOCATION.

SO WE ARE WORKING WITH PARD ON A PROCESS FOR REALLY -- THIS IS A PARD ASSET.

WE'LL BE SUPPORTING PARD TO FIND ALTERNATIVE LOCATION TO PROVIDE A PLACE WHERE THE ROWING CLUB CAN OPERATE ITS FACILITIES ON THE LAKE. SO THAT IS IN PROCESS.

AND PARD HAS MET WITH THE DIRECTOR OF THE ROWING CENTER TO TALK ABOUT POTENTIAL ALTERNATIVE LOCATIONS.

WE ARE GOING TO BE CO-HOSTING A MEETING WITH THE ROWING CLUB IN THE NEXT COUPLE OF WEEKS TO BASICALLY TALK ABOUT THOSE ALTERNATIVE LOCATIONS.

AGAIN, I THINK WE KNOW THAT WE HAVE TO SUPPORT THAT ALTERNATIVE, BUT IT'S REALLY, YOU KNOW, FOR THE ROWING CENTER AND PARD TO FIGURE OUT WHERE THE OPTIMAL LOCATION FOR THAT WOULD BE.

THERE'S BEEN SOME DESIRE TO INCORPORATE THE FACILITIES INTO THE BRIDGE ITSELF, WHICH WE CAN TALK ABOUT.

MY INSTINCT THAT IS A VERY HEAVY GEOMETRIC AL LIFT TO ADD TO AN ALREADY HEAVY GEOMETRICAL PACKAGE.

BUT WE CAN WORK THROUGH THOSE QUESTIONS IF THEY COME.

>> SO BASICALLY -- THIS IS JUST FOR MY UNDERSTANDING.

SO BASICALLY ACCORDING TO THE GEOMETRY AND EVERYTHING ELSE, AND THE MECHANICS OF THIS, IS THE BOAT HOUSE -- IT'S LITERALLY THE BRIDGE, THE TRACK, EVERYTHING, THEY ARE JUST -- IT'S ANY MOVABLE -- AN IRRESISTIBLE FORCE MEETS AN IMMOVABLE OBJECT.

>> WE KIND OF GOT IT DOWN THE PIKE.

BEFORE WE GOT TO THIS ALIGNMENT, DURING EVEN THE ALTERNATIVE STAGE, WE WERE LOOKING AT HOW DO WE GET -- STEPPING WAY BACK, HOW DO WE GET THE BLUE LINE ACROSS THE LAKE.

AND WE LOOKED AT, I THINK THIS IS -- THIS WAS BEFORE MY TIME -- THE TEAM LOOKED AT HOW IT WOULDN'T IMPACT THE BOAT HOUSE.

WE HAD TO LOOK AT THE CONSTRAINTS DOWNTOWN AND WHERE IT NEEDS TO END UP.

THIS IS REALLY WHERE IT NEEDS TO GO, ALL RIGHT?

THERE AREN'T REALLY ALTERNATIVES TO THAT.

I THINK WHEN WE MEET WITH THE BOAT HOUSE, WE NEED TO WORK WITH THEM WITH THAT, AND SO WE'RE NOT BEING ARBITRARY.

>> GOT YOU.

BASICALLY IT IS THE -- WE'RE MEETING WITH THEM TO TALK ABOUT THIS, ON THE AUSTIN SIDE, PARKS AND RECREATION, TALKING WITH THEM, AND THE -- THEIR NEEDS -- WE'LL FIGURE OUT SOME WAY WE CAN STILL MEET THE NEEDS OF THE BOAT HOUSE, OF THE INDIVIDUALS WHO HAVE BEEN UTILIZING THE SERVICES FOR YEARS?

I SAY THAT -- I REMEMBER THAT I USED TO ROW WHEN I WAS IN HIGH SCHOOL. AND THEN I WOKE UP ONE DAY AND MY PARTNER WAS A MIDDLE-AGED WOMAN I USED TO ROW WITH, FEEDING OFF THE COMMENTS WE GOT AT THE TRIPARTY MEETING AND I REALIZED, MAYBE I SHOULDN'T TRY TO DO THIS AT THE SAME TIME.

I'M FAMILIAR WITH ROWING AND WHAT IT MEANS TO THE CITY OF AUSTIN, AND TO FOLKS THAT ARE DOWN THERE.

AND JUST -- I WOULD SUBMIT THAT I THINK THIS ALSO IS KIND OF A MICROCOSM FOR THE BIGGER PICTURE.

BECAUSE THIS JUST HAPPENED TO BE THE BIGGEST ONE -- I THINK THE FIRST ONE THAT WE'VE COME UP AGAINST, BUT I WOULD SUBMIT THAT I APPRECIATE WHAT I'M SEEING IN TERMS OF THE WAY YOU AND YOUR TEAM ARE HANDLING THIS, GINA, THE WAY YOU AND YOUR FOLKS AND THE WAY THAT THE CITY IS HANDLING THIS.

MAYOR, I BELIEVE Y'ALL MADE SOME COMMENTS, AND HAVE DIRECTED CITY STAFF AS WELL ABOUT THIS.

I THINK THIS JUST POINTS TO THE WAY THAT WE, OUR TRIPARTY PARTNERSHIP IS WORKING, LISTENING TO INDIVIDUALS WHO ARE COMING BEFORE US SAYING, HEY, YOU KNOW, CAN YOU PLEASE MAKE SURE THAT YOU ARE LISTENING TO WHAT OUR CONCERNS ARE WITH THIS.

AND THAT WE ARE ALL BEING RESPONSIVE AS WE'RE TRYING TO DO -- BUILD THIS PROJECT TO DO RIGHT BY THE WHOLE CITY, BUT ALSO MAKING SURE THAT WE'RE NOT LEAVING PEOPLE BEHIND.

THANKS TO EVERYBODY INVOLVED.

>> DR. BURNET?

>> I JUST WANT TO SAY AS MUCH EFFORT WE'RE GIVING TO THE BOAT HOUSE, WE SHOULD DO ACROSS THE BOARD.

IT'S NOT THE ONLY ELEPHANT IN THE ROOM.

IT MAY BE THE LOUDEST ELEPHANT IN THE ROOM, BUT IT'S NOT THE ONLY ELEPHANT IN THE ROOM.

KNOWING YOU LIKE I KNOW YOU, PETER, I'M SURE THAT'S THE CASE, BUT I JUST WANT TO MAKE SURE IT'S CLEAR.

>> THIS MAY BE THE FIRST LOUD ELEPHANT, BUT NOT THE LAST.

>> THANK YOU.

BOARD MEMBER ELKINS?

>> I HAD A COMMENT, BUT WHEN WE GOT TO THE BOAT HOUSE, IT REMINDED ME OF ANOTHER THING.

I ECHO WHAT DR. BURNET SAID, THERE WILL BE OTHER PEOPLE WHO WILL BE DISPLACED.

THEY MAY BE LOUD, BUT THAT DOESN'T MAKE THEM THE MOST IMPORTANT. RIGHT?

SO THIS IS ALL ABOUT TRADEOFFS, IT'S ALL ABOUT EQUITY.

BUT THERE WILL BE MANY OTHER PEOPLE WHO ARE UNFORTUNATELY DISPLACED, AND WE NEED TO MAKE SURE WE LISTEN TO THOSE FOLKS AND WE TREAT THEM WITH THE SAME AMOUNT OF RESPECT AND THE SAME AMOUNT OF CONSIDERATION

ON THIS POINT AS WE DO ALL OF THEM.

BUT I WANTED TO TALK ABOUT ON PAGE 48, PETER -- FIRST OF ALL, A VERY GOOD PRESENTATION.

I CERTAINLY LOVE THE SCHEMATICS HERE.

MY QUESTION HAD TO DO WITH THE APPROVED WALLER CREEK DESIGN PLAN. I'M NOT FAMILIAR WITH THAT.

I GUESS THAT HAS TO DO WITH THE WATERLOO GREENWAY.

MY QUESTION IS, WHY ARE WE LINKING THE WALLER CREEK DESIGN PLAN WITH ATP?

EXCUSE MY IGNORANCE OF IT.

>> I WOULD SAY GENERALLY SPEAKING, WHEREVER WE'RE WORKING, WE'RE TRYING NOT TO OPERATE IN A VACUUM.

>> RIGHT.

>> WE ARE PART OF A BROADER COMMUNITY-WIDE INFRASTRUCTURE ELEMENT, RIGHT?

WE TRY TO TAKE A HOLISTIC VIEW TOWARDS THOSE, WHEREVER WE GO.

IN THIS CASE, THE WALLER CREEK DESIGN PLAN, AGAIN, APPROVED BACK IN 2013, INCLUDES A PEDESTRIAN BRIDGE IN THIS LOCATION.

THROUGH THE ALTERNATIVE PHASE, I THINK THAT THERE WAS RECOGNIZING THAT WE WERE GOING TO HAVE ANOTHER BRIDGE DIRECTLY ADJACENT TO IT, THAT THE CONSIDERATION WAS, WOULDN'T IT MAKE MORE SENSE TO ACTUALLY HAVE ONE SET OF INFRASTRUCTURE, ONE CONSTRUCTION PROJECT, AS OPPOSED TO TWO DIRECTLY ADJACENT TO ONE ANOTHER.

SO I THINK DURING THE ALTERNATIVES PHASE, THERE WAS A LOT OF PUBLIC ENGAGEMENT -- AND RANDY, IF YOU WANT TO ADD TO THIS, YOU CAN -- THAT IT WOULD BE MORE EFFICIENT TO THE COMMUNITY AS A WHOLE.

>> I TOTALLY AGREE WITH YOU.

I'M SUPPORTIVE OF IT.

MY QUESTION, OF COURSE, BEING A FINANCE GUY IS THE COST.

MY QUESTION IS, IS THIS A KIND OF TRADEOFF, A NICETY TO DO, WHICH I THINK WOULD BE GREAT IF WE HAVE THE MONEY TO DO IT, AND HOW MUCH DOES THAT INCREASE THE OVERALL BUDGET BY PUTTING THIS IN HERE, OR IS THIS A TRADEOFF?

MY SECOND PART OF THE QUESTION RELATES TO THIS, WITH THIS INTERNATIONAL DESIGN COMPETITION, WHICH FOR ME IS A LITTLE SCARY BECAUSE IT CONJURES UP SIGNATURE AND ICONIC, WHICH TO ME ARE SCARY BECAUSE THEY'RE EXPENSIVE.

MY QUESTION IS, WHEN WE DO THIS INTERNATIONAL DESIGN COMPETITION, HOW WILL COST BE A FACTOR IN WHAT WE ULTIMATELY SELECT?

BECAUSE WE COULD BUILD THE MOST GREATEST BRIDGE, BUT CAN'T AFFORD IT.

>> A HUNDRED PERCENT.

SO WE'RE WORKING THROUGH THE PROCUREMENT ASPECTS OF THE COMPETITION RIGHT NOW.

RIGHT?

AND WE ANTICIPATE THERE WILL BE SOME KIND OF OPEN COMPONENT, WHERE WE, BASED ON QUALIFICATIONS, THAT WE SELECT A SHORT LIST OF TEAMS TO COMPETE.

AND THEN THE TEAMS THAT ARE COMPETING WILL BE ASKED TO PROVIDE THE DESIGN CONCEPT.

AND THEN THE QUESTION IS, HOW DO WE MANAGE THE COST AS PART OF THAT DESIGN CONCEPT PROPOSAL, SO THAT WE'RE NOT PUTTING OURSELVES IN A POSITION WHERE WE CAN'T AFFORD WHAT IS BEING PROPOSED.

AND SO WE'RE GOING TO BUILD IN THOSE KINDS OF CONTROLS.

WE DON'T KNOW SPECIFICALLY HOW WE'RE GOING TO DO THAT YET, BUT IT WILL HAVE TO BE PART OF THE PROCESS.

>> THANK YOU.

I'D LIKE TO ADD A COUPLE OF THINGS, TOO.

BECAUSE I AM VERY FAMILIAR WITH THE WATERLOO GREENWAY, AND ONE THING THAT WAS VERY EXCITING AS THE WATER CREEK DEVELOPED THEIR IDEAS AND EVEN THEIR COMPETITION, AND I -- I WON'T GO WAY BACK IN TIME, BUT IT WAS ONE OF THE ELEMENTS WHERE THE COMMUNITY CAME TOGETHER TO GUIDE WHAT THE PROGRAM WAS GOING TO BE.

ONE OF THE THINGS THAT WE -- JUST TO GIVE A BIT MORE HISTORY, THAT IT COULD BE IN THIS EFFORT, AND THIS IS THAT WHEN YOU MENTIONED NARROWING DOWN THE FIRMS THAT COULD COMPETE FOR THIS BRIDGE, THEY WOULD HAVE A CLEAR PROGRAM.

SO THEY ALL HAVE THE SAME BASIS.

ENGAGEMENT, RIGHT?

FOR COMPETING.

IN ESTABLISHING THAT PROGRAM, THAT PROGRAM WAS VERY MUCH A REFLECTION OF THE COMMUNITY'S VALUES.

AND IN HOW WE ADDRESS THE COMMUNITY VALUES AND WHAT RISES TO THE TOP, IN COMBINING MULTIMODAL, BUT TO YOUR POINT, BOARD MEMBER ELKINS, IS THAT WHEN WE THINK OF AN INFRASTRUCTURE INVESTMENT THAT IS THIS ROBUST OVER A BODY OF WATER, THERE'S ALREADY MINIMUM INVESTMENT ALREADY JUST TO MAKE IT STAND.

DOES IT ADD THAT MUCH MORE TO HAVE IT PEDESTRIAN.

WHAT IS THAT VISION, RIGHT?

SO I WANT US TO REALLY INCLUDE VOICES ABOUT WHAT THIS VISION IS, AND I SEE THAT VERY WELL, AND I HEAR ABOUT THE PLACE MAKING.

A PLACE FOR MUSIC.

AND ALL OF THESE THINGS.

THEY DON'T HAVE TO CO-EXIST IN COMPETITION, BUT THEY CAN REALLY AUGMENT EACH OTHER IN HOW WE THINK OF THIS MAJOR INFRASTRUCTURE PROJECT.

BUT THINKING ABOUT MOBILITY, AND THINKING ABOUT CROSSING THE BODIES OF WATER THAT YOU AND I HAVE DEBATED OVER FOR SO LONG TIME.

I THINK IT'S IMPORTANT TO UNDERSTAND THAT CROSSING THESE BARRIERS AND STITCHING OUR CITY TOGETHER, THE MORE OPPORTUNITIES WE HAVE TO

STITCH, THE BETTER WE'RE SOLVING CONGESTION OVERALL, RIGHT?
SO THAT'S NOT -- LET'S REALLY THINK ABOUT THOSE VALUES AND THINK ABOUT
HOW WE'RE PRIORITIZING THE PROGRAM AS WE GO INTO THE COMPETITION.
WHAT WE'RE HEARING FROM THE ADVISORY GROUPS, THEY WANT TO SEE WHAT
THE PROGRAM LOOKS LIKE.
THEY WANT TO HAVE A SAY, LIKE, WHY ARE WE ASKING THE TEAMS TO PROPOSE?
LET'S PRESENT THEM BETTER OPPORTUNITY TO COMMENT.
AND LET'S GET THIS RIGHT.
SO I REALLY APPRECIATE THE HARD WORK.
AND THE ENERGY PUTTING INTO THIS.
DO WE HAVE ANY FURTHER COMMENTS?
QUESTIONS?
>> IF I CAN JUST MAKE ONE COMMENT.
I APPRECIATE BOTH OF YOURS AND BOARD MEMBER ELKINS' COMMENT.
PETER WASN'T INVOLVED IN PROJECT CONNECT WHEN THIS HAPPENED.
AND JUST IN CONTEXT.
THERE'S A LARGE, LONG ALTERNATIVE ANALYSIS PROCESS FOR THE AL-
TERNATIVE.
WE DID COMMUNITY ENGAGEMENT ON PROJECT CONNECT FOR SEVERAL YEARS
LEADING UP TO THE BOARD AND COUNCIL CREATING A PARTNERSHIP AND TAKING
IT TO THE VOTERS, AND WE WERE VERY OPEN WITH THE PUBLIC AND KEY
STAKEHOLDERS ABOUT THIS BEING AN ICONIC BRIDGE, BEING A DESIGN
COMPETITION, BEING A PLACE, BEING PEDESTRIAN, CYCLING AND RAIL
TOGETHER.
AND CONNECTING WITH THE TRAILS.
AND MAKING THAT SEAMLESS INTERFACE.
SO WHETHER IT WAS PARTNERS WHERE PETER HAPPENED TO BE AT WATERLOO
GREENWAY, THE TRAIL FOUNDATION OR OTHERS, AND IN THE COMMUNITY AT
LARGE, THAT WAS THE INTENT ALL ALONG.
AND THERE'S LOTS OF PUBLIC PROCESS AROUND THAT.
I WANT TO MAKE SURE THAT I GROUND THE BOARD IN THAT.
WE STILL HAVE TO FIGURE OUT HOW TO DO THAT DANCE A LITTLE BIT WITH
THIS BOARD.
THIS PROCESS IS THREE YEARS IN THE MAKING, AND NOW THE BOARD IS TAKING
IT TO THE NEXT PART.
IF WE WANT TO CONTINUE TO DO BETTER ABOUT PROVIDING HISTORIC CONTEXT
HOW IT LED TO THIS POINT, STAFF WILL TAKE A PRESSURE LOOK AT THAT
TO SEE HOW WE CAN KIND OF TURN BACK TIME A LITTLE BIT SO WE CAN MAKE
SURE WE CAN PULL UP WHAT HAPPENED IN THE TECHNICAL PROCESS TO GET
TO WHERE WE ARE TODAY.
>> OKAY.
>> THIS PROCESS IS STITCHING THE COMMUNITY TOGETHER, INCLUDING THE
COMMUNITY IN HOW THIS -- WHAT THIS BRIDGE IS, AND WHAT IT MEANS TO
THEM.
THEY'VE ALREADY DEMONSTRATED THEIR SUPPORT FOR PROJECT CONNECT.

THE PROCESS ITSELF IS STITCHING THE COMMUNITY TOGETHER.

>> AND I ALSO THANK YOU.

I DO WANT TO MAKE REFERENCE WITH THE BOAT HOUSE, AND WHEN WE TALK ABOUT DISPLACEMENT, NOT JUST IN RELATION TO THEM, BUT WE NEED TO TALK ABOUT TEMPORARY DISPLACEMENT.

RIGHT?

WHILE THERE'S CONSTRUCTION, DEMOBILITIZATION OF THE CURRENT OBLIGATIONS, WHAT IS THE TEMPORARY SITUATION AND WHAT DOES THAT LOOK LIKE.

I DO RECOGNIZE THIS IS NOT THE ONLY BOAT HOUSE IN TOWN.

THEY ARE NOT THE ONLY LAUNCHING PAD.

WE HAVE SEVERAL THROUGHOUT, SO WE CAN START CREATING PARTNERSHIPS FOR THE INTERIM LOCATIONS WHERE THEY CAN OPERATE AS WELL.

I THINK LET'S KEEP THAT IN MIND, THAT WE HAVE SEVERAL LOCATIONS ALONG OUR WATERFRONT AS WELL.

ANOTHER QUESTION I DO HAVE IS FOR FURTHER EVOLUTION DOWN THE ROAD. BUT SOMETHING TO START THINKING ABOUT.

MANY TIMES WHEN THERE'S INTERNATIONAL DESIGN COMPETITIONS, FIRMS ARE ASKED TO DO A LOT OF WORK THAT THEY DO PRO BONO BASICALLY JUST TO GET THEIR FOOT IN THE DOOR.

I DON'T THINK A LOT OF FIRMS HAVE THE MONETARY EXPENDITURE AVAILABLE TO BE ABLE TO COMPETE AT PAR WITH WORLD-WIDE FIRMS, RIGHT?

SOME FIRMS ADVANCE TO WHETHER THEY'RE A FINALIST FIRM, SOMETHING TO THINK ABOUT, THERE'S USUALLY A STIPEND GIVEN, AND PREASSIGNED TO THE FINALISTS.

SO I WANT SOMETHING FOR US TO THINK ABOUT, AS THEY DEVELOP THE DESIGNS FURTHER, BECAUSE THE BETTER THE DESIGN IS DEVELOPED, THEREFORE, IT GIVES US THE ABILITY TO GET BETTER AT COST, RIGHT?

IT WOULD DEFINE THAT PROGRAM, SO LET'S BE THINKING ABOUT WHAT WOULD THAT STIPEND LOOK LIKE, TO REFINE A DESIGN.

OKAY?

>> THAT'S CERTAINLY OUR INTENT.

>> OKAY.

>> JUST ONE COMMENT.

I AGREE WITH YOU ON THE STIPEND.

I THINK STIPENDS SERVE TO GET MORE PEOPLE INVOLVED, BUT THEY ALSO SERVE TO GET THE IP, RIGHT?

SO IF WE DON'T -- IF THERE'S TWO FIRMS WE DIDN'T PICK, WE KEEP THEIR DESIGN.

ANYTHING THAT COMES OUT OF THERE, THERE'S VALUES THERE.

THAT'S SOMETHING TO THINK ABOUT.

>> YEP.

>> GREAT.

WE STILL HAVE ANOTHER ONE.

>> YEAH.

AND I DON'T KNOW WHETHER -- THERE'S NO ACTION ASSOCIATED WITH THIS.
I WANT TO BE -- WE CAN PUSH THIS TO THE NEXT MEETING IF YOU PREFER.
IT'S REALLY UP TO YOU.

I KNOW THIS ISN'T THE LAST THING.

>> JUST BY WAY OF TIMING, WE HAVE AN ADDITIONAL EXECUTIVE SESSION
ALSO.

>> YES.

>> AND I HADN'T ANTICIPATED THIS MEETING GOING THAT LONG.

I HAVE A COMMITMENT ON THE BACK END THAT I NEED TO GO TO.

I'LL NEED TO LEAVE HERE NO LATER THAN ABOUT 5:50.

AND I DON'T KNOW IF YOU WANT TO DO THE NEXT ITEM WITHOUT ME IN THE
EXECUTIVE SESSION.

OR YOU WANT TO GO TO EXECUTIVE SESSION WHILE YOU STILL HAVE ME AND
DO THIS LATER.

OR IF YOU WANT TO PUSH THIS.

>> I WOULD PREFER IF WE COULD POSTPONE THIS FOR THE NEXT.

>> ABSOLUTELY.

YEAH.

>> I DON'T LIKE THAT EITHER.

>> I DON'T LIKE US LOSING PEOPLE FOR THIS EXECUTIVE SESSION.

>> SO LET'S -- THANK YOU, PETER.

THANK YOU SO MUCH.

>> THANK YOU FOR YOUR TIME.

>> SO WITH THAT, THE AUSTIN TRANSIT PARTNERSHIP WILL NOW ENTER
EXECUTIVE SESSION PURSUANT TO SECTION 551.074 OF THE TEXAS GOVERNMENT
CODE FOR PERSONAL MATTERS RELATED TO EXECUTIVE DIRECTORS FISCAL YEAR
2021, PERFORMANCE EVALUATIONS.

SO THANKS AGAIN, EVERYONE, FOR YOUR PATIENCE, AS WE COMPLETE THE
EXECUTIVE SESSION.