

>> Good afternoon, everyone.

Thank you for joining us today.

For the Austin transit partnership board meeting.

Today is September 15 and the time is 2:09 and I am calling this meeting to order.

As a reminder the Austin transit partnership provides both American sign language and other interpreter services.

We kindly request that you reach out to us and give us 24 hours advance notice to make appropriate accommodations and you can reach out to Cloy Maxwell, and we are continuously looking at our processes and how we can improve accessibility for all, so thank you again for being here in person.

We have any public comment today?

There is no public comment?

Thank you.

>> So we don't have anyone signed up and so we are going to move ahead to our discussion items.

Our first item today we are going to go through all of the technical advisory committee reports and as you all know, we have three board members who actively are assigned to each of those technical advisory groups, we have all met and we are starting to get our cadence with those with each of our groups, and so it is kind of funny I am going to be the first one to start, but I will, because we had our first engineering, architecture, construction advisory committee, so I would like to give you an update.

For this there are no photos, I mean we met on Zoom.

We are starting to work together as a good team so these are the things that our committee brought up and this is specifically I want to invite Mayor Adler and board members Stratton to ask any questions as you know, this group is reporting to all of you as well, so if you have anything you would like to ask that we bring back to those technical advisory committees or any questions for clarification, please let us know.

So we went our agenda items for our first meeting was to go over the 50 percent assigned questions and feedback.

And the in this particular part was a reaction of a work group we had where all of the technical advisory groups met and the staff went through all of the corridors in the program, so they had a chance to basically do a deeper dive and the second part of our agenda was to decide schedule and the process overview.

Upcoming community assigned workshops as well.

So these are the following recommendations that they gave us.

The committee recommended that we share more information with the public regarding the rail light vehicles that are anticipated on the orange and blue lines, as this might affect different they might be

different from heavy commuter rail vehicles like we currently have for the red line versus streetcars, versus other lighter vehicles.

I think just as a community we want to ensure that we all speak the same language, in the kind and look and feel of the vehicle and we will give a presentation on convenience, so hopefully that will help clarify some of.

This and in particular understanding the electrification requirements of the vehicles as this impacts the operational logistics, the costs, the spatial requirements, and aesthetics of the station design.

They requested more information on the following, that after discussing the rationale for the orange line tunnel under ladybird lake the members requested more information on the studies regarding the bridge alternative, and the technical impediments that led to the recommendation of the tunnel option.

The committee members also would like to see 3 D views of the underground station better and specifically understand the sectional relationship of the tunnel to the street, so we have requested for the technical team to give us cross sections so we can really understand the logistics of those complexes visually and in more detail.

The members would like to also view the project register, and once it is prepared and participating in the risk workshop, the members would like to see the traffic impact analysis for the drag enforce street and I know this is something that board member Elkins you brought up before regarding traffic impact analysis and the members would like more information on the plan for way finding and signage design, and I know this was also particular for you, Dr. Bernard, when you asked about the station naming, how we are going to do the way finding, how are we going to address the logistics of naming the system stations.

So they would like to see more of that coming forward earlier and our next steps is a development of documents to coordinate the EAC members attending the design workshops, scheduled over the next weeks, collaboration with the community and design teams, 30 percent of design and our next meeting we are going to be covering the JPA review and the community workshop updates.

And that is my report, if you all have any questions.

No questions?

Great.

>> Mayor Adler: I would like to say I really appreciate that and I appreciate the time of the technical committee that they are putting this against to. I also appreciate giving notice of those meetings and sneak by as many as I can but I just really appreciate your the three of you taking point on those, for the rest of us and for the community members participating.

>> We will give you an update of when those meetings are.

Thank you.

So next, who would like to go next on their update?

Dr. Burnet or Tony?

>> Yes, go ahead.

>> Thank you, madam chair.

I think you covered more real estate in your advisory session than we did, but this is our first meeting.

But I would like to add on to what the mayor said.

You know, it is great that we are leading this, but at the end of the day, staff does a lot of the work and they really should get a lot of the recognition, because behind the scenes these meetings wouldn't happen without the work that they do.

So we had our initial kickoff meeting on August 19th with the financial risk advisory committee.

There are seven members.

We spent the first 20 minutes kind of getting to know each other, talked a little bit about

>> Can you move your mic a little bit?

>> We talked a little bit about who we are and what our backgrounds were.

We talked a little bit with about the purpose of the far committee which is to advise the Austin transit partnership board on financial and risk management matters and then we spent about 20 minutes or so going through our charter, and agreeing on the wording of the charter and I will read it, it is very brief, it is summarize what our committee will be doing over the next couple of years or so.

The far will provide advice to help give information to the staff not limited to capital management, the risk management, budgets, insurance, treasury management, internal audit, procurement, advisory services, selection, grants, management and real estate related matters.

So that is our charter and our scope of work.

Next, we had an update by Diane Siler on the budget, so Diana had a good presentation on the budgeting process, very sip to the presentation the board got last meeting walked the members of the committee on how the budget works, thousand moneys flow.

There was some good discussion around that.

Next, Vicki Reddick had a discussion on procurement policy and it was similar in many respects to the discussion we had in the last board meeting, walked through how procurement is going to be happening, how we are going to be setting policy, talked a little bit about DB guidelines, things like that.

Had some good discussion around that, and we talked a little bit about next steps so the next meeting will be in November, we are going to have probably five meetings a year and that meeting we are going to talk a little bit more about procurement, advisory services and then debt grants.

>> I appreciate the intro music, madam chair.

[Laughter]

>> Like Tony, the PSCC, we had our second meeting I am sorry.

>> No, go ahead.

>> We had our second meeting for the PSCC which is the planning sustainable equity and DBE committee and I want to give kudos to the staff.

Even just now I printed my minutes with some notes on it but I left it on my printer and of course it is sitting in my space so I appreciate you looking out for us.

So our primary agenda items were the equitable transit oriented development presentation, a DBE overview, a program update and some incoming feedback opportunities, and then items for the next meeting with four agenda items that we had.

So we had a really in depth presentation from Anna, she is the senior planner with Cap Metro and provided an overview, really, of the very it was more than an overview but really an in depth description of the equitable transit oriented development, ETOD, and the study that Capital Metro is doing to identify strategies for the connect program as it relates to equitable development and affordable housing opportunities, along the project corridors.

So it was really a robust discussion.

A lot of good information was shared there, so it was a good opportunity for the committee.

The DBE overview, Courtney Chavez who is our director of diversity, equity inclusion and DBE, she provides an overview of the ram itself, and walked us through in great detail how it will be developed and how it will evolve and as it relates to our project connect program.

So it was another very good discussion and informative discussion.

There I think both ways.

And then we had a program update from Jackie Nirenberg who is our director of community engagement and involvement.

Jackie provided an update on the program itself, walked us through recent community engagement efforts and upcoming investment opportunities and another two way dialogue, some people had really good suggestions on ways we can continue to reach out to the community, to have community voice be a part of this process.

And then we have asked for a presentation on the equity tool from the city, so that's our primary agenda item for the next meeting a, so that the committee can have an understanding of the, not just the tool itself but the evolution to how we got to what the tool will be and what the next steps are as we roll out that tool.

The there were no recommendations from the committee to this body, and we had a question of Courtney Chavez from one of our members about whether ATP will evaluate against each other.

This was a purchasing question, about whether we will be evaluating bids against each other or look at hard costs, material supplies, et cetera versus soft costs which are other than that are built into the bid to see how they compare.

The objective is to give more opportunities to small businesses.

So Courtney did not have an answer, understandably so, a comprehensive answer so she was going to go back and look at that and come back to the committee and report on that at a later date.

And we will report on that at that time.

>> Thank you, madam chair.

The next steps.

We have a cadence for our meetings, the first Wednesday of every month, the first week of every month, Mr. Mayor.

And our next meeting is on October the 7th.

So

>> Thank you so much.

>> Also our meetings, I am glad you pointed that out, Dr. Burnet, because our meetings are also the first Wednesday of the month for the technical advisory committees starting at 5:00, so we will make sure that our staff can coordinate schedules.

Your meetings Ben, Dr. Burnet, you said are when?

>> So right after ours.

So we are dividing the teams.

We are having

>> [Indiscernible no mic]

>> We are Wednesday through Thursday.

Okay.

Thank you.

Thank you so much, Dr. Burnet.

Do we have any questions from the rest of the board regarding these updates?

>> I just request that as we move forward, I think it would be beneficiary not just to us as members of the board going ARD, for each one of us but also for members of the community if we could moving forward have the written report perhaps provided as part of the board packet.

I know that Capital Metro as part of each board packet each month Capital Metro has the community service, excuse me customer service advisory committee and the access advisory committee, those are the two committees that support Capital Metro, for every board packet there is there is a reporter or minutes that go along with each of those committees as part of the actual Capital Metro packet.

I think it anybody helpful to have that written so that way it is not just given to it is not just presented from the dais for the first time to us but members of the community in advance would have an

opportunity to look at that and read it over and see what was discussed for those members of the community who were not able to attend the various advisory committees.

>> Yes.

Thank you.

And I believe we did post just the updates on the online, on the packet, but are you also requesting that we have minutes of our meeting?

>> That is yeah, I think that would be a good idea.

The sheet you are reading from.

>> Yes.

>> That's the minutes of the meetings.

I think that might be beneficial to put in the board packet for our board meetings or to make it easier for the

>> Or maybe just for clarification of staff, I think, correct me if I am wrong board member you are asking for summary, not the meeting minutes because we actually don't keep meeting minutes.

>> Correct.

>> Just terminology.

>> Something that is easy, yes.

>> We will put the summary in the packet so

>> It is the high points so that way the community members also have that information in advance and it is not just being heard for the first time here.

>> Thank you.

And I will note that sometimes the schedule of the meetings makes it really you can't quite post it, we will do our best to get all of those up before the meeting but, chair, we talked about that.

>> Yes.

Especially because we did upload we revised the packet that was uploaded to additional information as it came along, based on that, so in order to your point, Courtney, I'm sorry, Casey, to give us it could be sometimes 24 hours before this gets uploaded between the schedule of the meetings, correct.

>> Just making a good faith effort as much as possible.

>> Yes.

>> I realize timing is the secret of the universe and meetings and whether it is virtual or in person, but to the best of our ability if we can make that happen I think that would be beneficial for all of us as well as for members of the public.

If it can't happen all the time, understandable, especially if there is a 24 hour turn around time literally from the time of the meeting, the AC advisory meeting until our meeting but if at all possible make a good faith effort I think would be helpful.

>> And in any event for that meeting would be in the next one so there would still be a public record.

>> Yes.

Good point and that was part of the discussion of meeting on the first week of the month because our meetings are on the third week so we want to give ourselves those two weeks to make sure that gets documented, so thank you for the recommendation.

And so next moving on to our updates we have Jackie Nirenberg, our director of community engagement and involvement. Welcome, Jackie.

>> Thank you.

Good afternoon, everybody.

I am Jackie Nirenberg director of community engagement and I am here to give you our monthly community engagement up at a time.

So we had a series of virtual community meetings and as you know, we had a corresponding on demand version of that meeting online, which closed on August 27th and we now have all of the data in from that and we had a total participation on the live meetings of 568 people.

I do want to point out that before we went virtual we did not have anywhere near that level of participation, so you know, moving forward, we are going to definitely be utilizing the virtual option in addition to other in person options when the time comes and we are looking forward to the in person stuff as well so we can go to people where they are.

The total participation for the self guided meeting was actually 413.

This has gone up by three since yesterday and also the total participation a is now 981.

In addition to the virtual community meeting series we also had our technical advisory committee meetings, as you know.

The CAC met on August 27 we had the joint tax, NCAC walk through of the two alignments which was really helpful for all of the committee members to really see how these alignments are laying out at 15 percent and be able to ask questions of our technical team, so that went really well.

And then just last we can we had two virtual community update meetings, one on the metro rail improvements, which was on September 9th, we had a total of 109 people participate in that one, really interesting also because that one was at noon.

So we are finding that different times work for different people, that's another benefit of having gone virtual.

It allows us to sort of play around with that a little more.

And then we had our metro rapid virtual community update later that day, had 41 community members participate in that.

Am I doing this or you all?

Okay.

Then we had as always we start to see some emerging themes and when people ask us about how do we how do we take in their input? What do we do with it?

And it is a really valid question.

I mean I think a lot of people say oh it just goes into a black hole and never hear about it again.

Well, what really happens is that we start to see these emerging patterns of themes that are important to people.

For instance, both on the orange line and blue line at the 15 percent design meetings we had a number of people advocating for bike and pedestrian connections and also being enthusiastic about what the plan showed for increased bike and pedestrian connections, I think a lot of people are starting to realize that we are actually able to really improve not just where we are putting in the actual vehicles and track but the areas around there too and we will be talking a little bit more about that in our virtual community design workshops that are coming up starting this week.

We also heard feedback on connectivity, how important it was to have connectivity, not just between transit services but also bike and PED.

We had comments about infrastructure, the design of the project.

So there is a whole slew of subs that are starting to rise to the to the.

We have all of those comments, people can look at on our dashboard and I am going to talk a little bit about the revised dashboard now.

We actually had some improvements to it to make it easier to use.

So I have this little nifty yeah, thank you.

The little nifty animation there to show people how to scroll down, so you can look at previous meetings that we have had and then each one is labeled in the community engagement library.

You click on any one of those.

You will be able to see how many people participated.

You will be able to see the raw comments and also the themes.

So this is just a great way for the community to be able to follow along and understand that we really are listening and we really are documenting what we are hearing in these conversations.

That's the second part.

All right.

So back to the feedback issue I mentioned.

You know, people ask us all the time so I thought it would be a really good idea for you all, and also for our public who may be tuned in to hear how we receive feedback, the different ways we get it.

The different ways we share it.

So we have a number of public meetings obviously virtual, open houses, we have feedback e mail, we have one for project connect in general feedback at project connect.com, one for the orange line, one for the blue line as well so we try to provide a variety of ways people can e mail us, also if people e mail the feedback e mail at Cap Metro we also receive it.

So we know when we are getting project connect feedback.

We also share information on our hot lines or take information rather on our hot lines we have two hot lines two phone numbers people can call for orange and blue line, social media platforms we receive information all the time in feedback as well as stakeholder meetings, one on one, small group meetings all the time so any time we give a presentation to say a neighborhood group or some other organization, we take that feedback and document it as well.

As for sharing the feedback, we just went through the dashboard, which is now called the engagement library, we also have a monthly newsletter, we also provide feedback to you all and also to our technical advisory committees to keep people updated on what we are hearing, and then we have a lot of advisory groups and community groups, so our project connect ambassador network we have of course the inner agency technical advisory committee, the CAC, and of course our technical advisory committees question provide feedback on those.

So how does that feedback get processed?

So we receive it and one of those ways we just talked about, and then the project connect technical time team as well as city and county and other partner agencies analyze that feed back, take a look at it, see what emerging themes are coming out and then that's when changes occur as a result of public feedback.

Again, these are issues that rise to the top, we look for themes that come up over and over again, and that's how they inform decisions.

So I want to make sure people realize that.

There is a process for this.

There is not a black hole.

It actually gets documented input and used to make situations.

>> I think that is my last slide.

Oh, no, we have upcoming sorry about that.

We have quite a bit of activity coming up.

Actually this week, we have our first community design workshop, and the community design workshops are designed to be designed to discuss with community members at a very localized level, at a neighborhood level some design options for places that have the wiggle room to make some decisions.

So the first one is that can east river side station on the blue line write is the pleasant valley, riverside intersection, so we also have that new metro rapid pleasant valley service coming through in the same area.

So we have an opportunity there.

There is questions about how you want to access those services, how do you want these to connect?

There is also an enormous median there on river side Boulevard that has some opportunities.

So we want to hear from community members, what are the needs that you have living, working and spending time here that will make your live better?

Right?

We want to know and by having those conversations we can start to design something that may be beautiful but more importantly it reflects the needs of that local community, and so the first one is this Thursday we will be doing one for south Congress on October the 5th, we have the then we have our EAC meeting we talked about these already, set on October 7th.

We have got one community design workshop for the north Lamar transit center coming up, that one will be really interesting too because there is a ton of opportunity that will be October 19th and 10 we have got a bunch more as you see that are to be determined.

I believe we did schedule our south Congress one since I turned in this presentation and that will be October 5th.

So those are activities upcoming and we look forward to telling you how those went next month.

>> Thank you.

Ms. Nirenberg.

Do we have any questions for her?

>> Yes, board member Elkins.

>> Thank you.

Thank you for the presentation, Jackie.

This is real exciting to see all of this feedback and I like the pie chart so you can see how the feedback kind of comes in various categories.

Are there specific examples of certain, not necessarily themes but actual ideas that people have come up in the community where you have seen this coming forthwith several people and how did those

ideas get brought through as enhancements or potential design changes and then, of course, I am sure there is always cost benefit analysis when folks want X and we can't afford X but I just want to understand that process.

>> We get a lot of ideas.

Every one of our meetings we get people who say have you thought about doing this?

Have you thought about doing that?

In most cases, the technical team has explored those alternatives, and has found some constraint that makes it the I do move forward with something like that.

For example, we have some folks along the riverside corridor in the Travis heights area do we need to have an elevated piece of the track there?

Again that is going to and it comes down to that technical requirement.

So for most part, we have not yet had something that, oh, wow, you know, we can do this.

But there are ideas coming every day.

There have been there has been input for example on the drag, not on the drag, excuse me, north Guadalupe about possibly shifting the alignment a little bit to the Eastside, for example, because there are some empty buildings on that side.

That is something that is going to be considered, because we have occupied buildings on the other side.

So if it is possible, it very well could inform that decision moving forward with 30 percent.

>> It might be helpful if there is certain common themes that a lot of people are asking for and at the evaluate it through the technical team and for whatever reason it is deemed too expensive or not technically feasible that that somehow gets reported so the community doesn't feel as you said it goes into this kind of black hole.

Conversely, if there are things that are coming from public meetings where we say you know, that's a great idea and it is affordable, we should kind of figure out a way to advertise that, you know.

>> Yes.

Absolutely, I think that we have maybe been remiss in the past about not connecting all of those dots and showing people what did and didn't and why, and we are going to be making a concerted effort to post that in our engagement library so people can see how and why a decision was taken or not taken.

And what we heard, so point well taken and that's something we will be working on for sure.

>> Could this be like an idea depository?

Is that maybe like all because a lot of the comment from the community could be if it is too close to me, like the location, for instance, but if I understand also your concern or your comment is that how, how do we keep a depository of ideas whether it is about design, about a specific way to integrate art, you know, like really inviting the community.

>> I love that idea.

>> To really own the system.

>> Yeah.

>> And say it belongs to us, right? And we we participated in that vision.

>> That's a wonderful idea.

>> I agree with you.

But my the idea would be not for every single idea because it could be thousands but the more recurring themes where we see it several times and something worthy of analysis.

>> But it would be kind of nice to have an idea box in the library, right and people can kind of look and see what other people said and could be a crowd sourcing like a crowd sourcing thing and you took a trip and you saw how visual display boards are working could we do something like there or something that would help me communicate.

>> It is an apt appreciate, appreciating comment.

>> First off, before I say what I want to say does anybody else want to speak?

Or Jackie?

>> Board member Elkins, does there to me a lot.

I was going to say the same thing.

>> Great minds.

>> On the chart we saw changes occur as a result of your feedback and I think periodically we can show what those changes are.

It encourages people to stay engaged, so just those good news stories.

>> It goes too transparency.

>> Right.

And also goes to transparency so we should add that in as a part of the report.

>> Point well taken.

>> Board member Elkins.

>> I just want to add that this is amazing.

This is incredible, the technology and the way that you all are utilizing it.

I am just this is incredible, one, we have had this much community engagement and feedback.

COVID posed some unique challenges.

I know for all of us, but to see the way that you and your team pivoted and adapted online, and now I am seeing not only did you pivot and adapt but more so than that you have thrived and this is actually, this actually has been an opportunity to receive more feedback than I think we ever would have if we just stayed to bricks and mortar in terms of being just boots on the ground, and trying to go to people at their places of business or just only doing feedback at Capital Metro service stops and things like that.

But then to take it to the next level and be able to see that, oh, literally all of the feedback we are getting it is not just that some of it ends up on a spreadsheet some place stuck in a file folder somewhere, that the members of the community can literally click, can look at what the feedback was and see this and look at what it does and you can see these charts and graphs and you know, what kind of feedback we are getting and how that then informs what we are doing going forward, that is massive, that is huge, that is integrative, that shows that we are being responsive to the community and I would take it a step forward and above that, which is I would say this is that this will show our federal partners just how engaging we are within our community and that by the time we get to the next step in the process that this is something that we are showing that we have been very exhaustive and extensive in terms of you know, taking this community feedback and processing it and giving opportunities you know, that I had not I never would have imagined we could have done otherwise to do, to take the next step and the next level is we are moving forward trying to figure out how to be responsive to our community's needs and doing it in a way that hasn't been able to be done before.

So, Jackie, thank you and your team.

This is phenomenal and I think this is amazing and I just want to publicly say kudos to everything you all are doing.

>> Thank you.

And to the public, keep it up, just

>> Thank you to

>> Yes.

>> Keep the comments coming, folks.

Keep your engagement coming.

We feed it, we want it, it is important and this is making a difference.

>> Thank you:very good point.

And I want to say I participated in both of the meetings not because I was invited but because I happened to be, it was my lunchtime and I not on Facebook and I got to see it and it is like oh it is live, let me see what it is saying but it was wonderful but a lot of kudos I will mention is that I really admire the way that the staff for both Capital Metro side because I was able to see the live questions from the public and how you all just were tabling them live as it went.

It was like

>> I will give a shoutout to our Cap Metro community engagement staff too because they pitch in every time.

>> Yes.

>> Not because we ask them, but because they want to, and it is such a help to have them moderating questions and throwing them our way and it just made it go so much smoother, so big shoutout to them.

>> You guys are really getting really valuable experience but especially I love the way it was the questions were handled with so much respect and kindness and patient so that really resonated, and so we noticed and we were tuning in, so thank you.

>> Thank you, chair, appreciate it.

>> Thank you, everybody.

>> Madam chair I just want to make a comment, thank you board member points together, tying them together, really highlight board members Elkins at the start, I think we have to ground everything back into this actually has been a multiyear process to date, and so to get to the local preferred alternative and everyone remembers the LPA terminology, that involved multiple years of an alternative analysis.

So some of these ideas and working with community have actually gone through tons of public meetings, like tons, right, Dave, almost over a three year period of time, why is this elevated?

Why is this not?

What about this street?

What about this intersection?

There has been an enormous amount to get to the LPA.

The next is 15 percent and then get to 30.

So I think one of the things you will see as we graduate from design stage so the NEMA process we have to document how those comments are dealt with in the design process so part of what I think we have to do is think about how we communicate that and that shows the transparency through the process, from the start to LPA to 15 to 30 and on, and so kind of stitching that together, which ties to the comments and last things I want for this board, awareness, highlight Jackie, so Jackie for people that are not aware, won the WTF women of the year award for being an incredible leader in this community and specifically called out for all of her minute engagement, leadership for project connect community so she won this regional recognition award and I think you know, just

[Applause]

>> Thank you.

>> Since you were, I thought you were recruited by the WNBA.

[Laughter]

>>

>> That is going to be a hard act to follow, Mr. Couch.

[Laughter].

>> I mean, that is a hard act to follow, but this is your floor.

>> What is your award?

[Laughter]

>> He will tell me later.

Good, good afternoon, board members, CEO Clark, I am going to back up to the start and what I want to do is to back up to the last slide that Jackie just used that I can't seem to move.

This goes to that next level.

What Mr. Clark was talking about was the process that we went through for three years to get to the point we had LPAs.

Then going to the 15 percent, now trying to work to 30.

And what is here, get to the right slide, these community workshops for individual areas along the corridor, places that will be there, everything from the drag all the way through Crestview.

They are individual where the neighborhoods, it is going ahead and showing what the potentials are, getting their input on how we do things, so that we are including that and incorporating it as we go ahead and move forward.

So that takes us to that next layer, if you will, as we go ahead and advance towards the 30 percent, so it is showing that continued inclusion as we move to hear what the concerns, are what issues are, what are the potentials that we can incorporate?

So with that, I will go forward instead of backing up to go forward, and are you controlling this?

Okay.

That's why it is not working.

Go to my second slide, past the introductory, please.

>> This takes us to where we are with the engineering side of the world and the field work.

We are having discussions with the tunnel.

We are going through an evaluation right now of whether it is single or double bore, we are due to have a report back in the next few weeks and also looking at how that fits into what we are doing in the areas that are in downtown and the parks that we have to go ahead and go forward request the tunnel.

We are starting to dig in deeper, again it is the same thing as the stations where we are looking now at the park and rides, how do things get configured?

What is there in each one of the areas, whether it is Fastney or north Lamar transit center, taking the next step looking in detail at the traffic studies, looking in detail at what is there with a we go forward with this.

That next level, that next dig in point, all of this is in conjunction with our partners with the city, with the group that is there and the reviews that they have been doing, what they provided with the 15 percent comments, incorporates everything and keeps us there as a team and keeps us going ahead and going forward and gene, I would like to thank you for everything the Monique is doing on her team.

I think we have got a super way we are going the ARD.

We had one that was a challenge that was utilities that we spent quite a bit of time over the last few months trying to sort out.

We have four issues we had to sort through.

Two were watershed two, were utilities and had a meeting the other day, the two utilities are settled.

So that gets us to a point that we are moving forward.

We are getting set with what we are going to be doing next and it is with that partnership that we are able to go ahead and do that.

So we continue to refine things.

We continue to move forward, and that's our path, it includes the involvement of the community, it includes the involvement of the city, it includes the involvement of TX DOT.

That was a meeting that occurred while I am here.

We are making sure that we are getting coordinate with them on all of the areas.

Next slide, please.

>> The need for process.

We keep to work our way through that.

We are looking as we go forward with continued support of FTA, it is something that I have mentioned before, the 139 J.

That provides additional staffing that report directly to FTA to do the review of some of the reports and documents that we are doing.

That gives them the supplemental staff and keeps us moving.

As we do two of these environmental processes of this size together, we need to be able to provide that support and that help and that's working very, very well at this point.

I want to highlight two of the areas and one I already touched on on the technical side which is the utilities.

The other one is basically what we are doing with acquisitions.

We started to refine that.

Thible get further refined as we go through the 30 percent.

We are looking to be able to go ahead and go forward with getting approval, approval of what they call a ramp, real estate acquisition manual that then will be the basis for us starting to do some of those acquisitions and we like to do some of those early.

The other parts are normal parts that go into any environmental document.

Next slide, please.

We are progressing with the metro rapid and at the 60 percent design Siler is the one doing the design and we are going doing it in three different pieces.

The first group of them will be ones with that come you out will be the early starts.

We have got four of them that will have the deliverables in over the next week that will start that review on the first power out of 80 request the city to go ahead and get those done so we can get an early start and get started with that by the end of the year.

FTA has come forward, they have given us the categorical exclusion and they have started to go ahead and review all of the readiness documents.

Readiness documents take us back in time to what we have talked about a before of the timing to get to a funding agreement.

If you recall in August of not this past August of 80, right after we got approval of the overall system plan and the LPAs we went forward and got entry into project development.

It is a 24 month cycle.

So we are coming up on that in August, and the conversations we had the other day with FTA is getting to a funding grant agreement in the March or April time frame.

That's critical to get there before we get to that point so that has gone very well.

The coordination with FTA is absolutely super.

It would be great if some of us could net a car and go up to Fort Worth and actually sit around a table and talk about it but unfortunately we are where we are and hopefully it will be at that point soon go line in south Lamar, we are working our way through getting that kicked off, those are the other two companion pieces that go along with the metro rapid lines.

Next slide.

Specifically, when we start to look at the red line, the first project is McKalla.

That is progressing.

We have got 30 percent that is in, that is being reviewed currently with the city.

So we are looking to get comments from that and incorporate those.

We are getting ready to go ahead and issue the design build solicitation, which will be the first step in the process.

That one will incorporate the comment that we get, so that all on the same page moving forward.

We are going to do a contract that is going to be there separate to go ahead and get a jump on everything that is going to be the drainage and the tract work, it is going to be separated into two contracts so we can go ahead and pursue the project quicker.

The different stages it is going through the last of the permitting and should be starting very soon lake line that section of track was approved by the Capital Metro board last month and we are looking to go ahead and they are planning to go ahead and get started on the construction on that. And there was another neighborhood circulator that rolled out on the 24th of last month, which now brings us to a total of 11 zones.

And I believe that is the last slide.

>> Madam chair, I am glad to answer any questions.

>> Thank you, Mr. Couch.

Do we have any questions?

Even yes, Mr. Couch, I just wanted to double check a quick question here.

With Broadmoor station I know we are in continued discussions on permitting I was just curious to find out if related to the permitting, has our ATP, the relationship we have got now with the project connect office and the city staff, does any of that now come into play with what they are doing in terms of that particular project or is that something completely different because we are dealing with the existing Capital Metro train tracks that are there and it is kind of a different ball of wax on that one?

>> It is included in promise connect.

It is something that is separate with Cap Metro and I am sure Mr. Clark will address more of that

>>Ly add a quick comment which is, I think Broadmoor is two pieces so pretty the significant development that is being done and then the station with the track component that is a piece between Cap Metro and brandy wine.

So they obviously will be doing permitting relation to the big development and they may have parcels and what not and that's the regular city process.

I will say while Dave is correct it is not part of the project connect program, I didn't may and the spire can staff have been very collaborative and working through some technical elements related to contracting that we are hoping to get resolved soon.

So Heather and having a team inside of the city focused on connect is how do we advance the transit program so it doesn't matter if it is project connect from a funding source or regular Capital Metro, the teams are working incredibly well together and really, really appreciate unique and Gina's leadership on that.

>> Did that answer your question?

Thank you.

And

>> Dave, I.

>> just want to thank you for the kind recognition for unique and her team and the project correctly son office.

She kept me updated in the conversations around the rules and practice and I know you have a big meeting tomorrow, but it is complex issues and thank you for your kind support.

>> Thank you very much.

And I am looking the next one has two left is tomorrow morning so I am looking to getting those done.

Thank you for everything.

>> Thank you.

Do we have any more questions?

Yes.

Board member Elkins.

>> Yes.

Thank you for the presentation, Dave.

Just a quick question on slide 18 add opinion, where you talk about the metro rapid and then the red line, just at a high level could you just talk about how the procurement models were selected for those various projects and how those projects were segmented just at a very high level?

>> If you take the metro rapid the basically, there basically programs like that are split fairly 50 50 costwise.

There is a contract that goes forward to the Capital Metro board this month.

We have been able to have an option in it for the bus so that was advertised some time last fall, I believe, so it is an economy of scale, if you will.

The buss are built into that as an option which we now can exercise, so instead of buying a small quantity of buses that we would need or expo and pleasant valley we are part of a larger buy so that's a competitive contract that has been out there, going through a selection process so that delivery will be in conjunction with what they are doing.

That way we don't have to put out a whole new contract it is piggybacked on that.

When you look at what is there on the design side for the metro rapid portion of it, basically on what is there for the civil, there is an on call service that is there for the general engineering consultant that there are a series of first that were put in contract by Capital Metro several years ago.

That is the most expeditious way because we are trying to get a jump as you know on the rubber tire projects, so we used one of those through a selection process to be able to do the 30 and now 60 percent design.

So that is the most expeditious way to do it.

Because we are trying to do this and work through design at the same time, we have got an indefinite quantities contract that is currently advertised so that we got that in place by the time we got the design done.

So we are looking to do things on a contractual basis.

And again these are the smaller projects.

I don't want to discount them but they are the smaller projects and it is different than the risk analysis that I look forward to doing when we start to look at the big contracts that are there in orange or blue.

>> Thank you.

>> Thank you, sir.

>> No more questions for Mr. Couch?

I appreciated that.

Thank you for the update.

>> Thank you.

>> So moving on, we have our administrative update.

As we are hiring our internal auditor and so I just want to extend a reminder for the e mail I sent to the board that we began the process, board member Elkins and I have worked with staff to develop that job description and it is already posted on our website.

This is very important position as we will be hiring the person, that reports directly to the board and will be overlooking all of our internal processes, we will be overlooking how the board is performing, the program is being delivered.

So we will now hear just wanted to give everyone an update and we are hoping to fill this position in November, so I will ask for everyone's collaboration and help us in as we go through that interview process, the staff is going to be helping us go through that interview process, so keep us posted if you want to participate in the and now we will have our director of program strategy, Mr. Sam Sargent with an update on the joint partnership agreement.

>> Thank you very much madam chair.

Members of the board, executive director Clark my name is Sam sergeant I am the direct of program strategy for ATP and I will provide an update on the joint powers agreement.

Next slide, please.

So here is a timeline of one thank you, here is a timeline you may have seen before and it has a slight modification here, so I want to walk through our timeline for next partnership ILA, the joint power agreement so you can see we began the clock here at November 3rd, when voters approved the proposition A, project connect initial investment, throughout the spring and the fall, we have been working closely with our partners at the City of Austin as well as Capital Metro to draft the joint powers agreement.

Now what the joint powers agreement is in a nutshell and we have talked about this in the past but it really provides the rules of the road for our partnership as we implement the ram.

It is how are we going to work together to do what the people have asked us to do.

And this is a really critical document to have.

It is going to help not only the teams now, but it is going to help us in the future.

So we have been working very closely with our friends at the city from a lot of different departments and I cannot say enough about how closely we have been collaborating but of course a lot of the leadership has come from assistant city manager Fiandaca and the along with our partners at Capital Metro, and now we are moving towards a very critical date so October 4th you can see here is a tri party work session so we can discuss the joint powers agreement, and so we can walk through what is going to be in that document and set ourselves up for an October 29th tri party joint meeting.

Inbetween those two dates in October, and I am working with Jackie Nirenberg and our community engagement team and others we are going to schedule a virtual public meeting with the CAC and the tax invited so we can talk with the public virtually at length about some of the same topics that we will cover here as board, boards and council on October 4th and just make sure the folks out there in the community understand what we are bringing forward on October 29th and that they feel heard.

So then October 29th, of course, a voting session and then November through June of 2022 we will be working collaboratively with the city and cap Cal to approve other actions that are needed for project connect implementation.

Now many of these would likely be two party acts but we will be taking care of the other things we need to take care of at that time.

So next slide.

So taking a look here, and you can see this a you see the text probably a little bit better in your packet and for those who are watching virtually, you can see this in the board packet as well as on your screen, but here are some of the requirements that are needed that the ATP needs to take care of in the joint powers agreement.

So you can see here on the left, you see what the contract with voters and/or ILAs or other resolutions and specifically I am thinking here of that foundational ILA that was approved by Capital Metro and the City of Austin last year that set the ATP in motion before, before election day.

And then the actions that have already been taken to accomplish those asks from the contract with the voters so you can see transferring city tax revenue over to the ATP, we have the June 2021 board and council associated ILA and the capital expansion fund to the ATP, you can see January 2021, 1 of this

board's first actions was the ILA between Capital Metro and the ATP go to transfer the balance of that fund.

The transfer of federal funding over to the ATP, cap cam was approved for project development and project phases and ATP and Capital Metro will execute an ILA transferring those funds once there is F.

The FTA grant approvals and ATPs transfer of the \$300 million in anti displacement funding to the city, April 2021, this body and city council executed an ILA.

So you can see how in the blue, the blue bar you can see that is just a bucket of things that have been asked of the ATP and how they have been taken care of.

Another really critical one is our DBE in financial policy so again you can see developing comprehensive program that meets federal DBE laws and regulations and over here on the right we have our anticipated adoption of the Jim DBE goals at today's meeting.

As well as the requirement that we establish corporate functions, responsibilities, costs to financial policies and over on the right you can see how those are being taken care of.

In July, for instance, the Capital Metro board approved a resolution to fund a joint disparity and availability study so we can establish our DBE program for future program contracts.

And then again anticipated adoption today of an ATP procurement policy so the FY 22 budget.

And this is just meant to show you what has been accomplished, what still needs to be accomplished and in the next slide you see that we also have a number of items and on the left you see these ATP policy directive requirements.

These are pulled verbatim for either the contract with the voters or that foundational ILA, and our we anticipate and hope to bring to the ATP board on October 20th a resolution that would confirm some of the city council and Capital Metro policy direction that came from the foundational ILA or contract the with voters, so for example, on the left, you have ATP to participate in a better builder program or similar with worker protections for all construction workers.

Same with the requirements that all contracts awarded by the ATP ensure a living wage, completion of OSHA 10 training for all of to workers, OSHA 30 for supervisors, workers' compensation on site monitoring, et cetera.

And the requirement that the ATP take steps to address potential impacts to businesses during construction through a business impact mitigation strategy.

These are just some examples Abu some of the most important ones of at we would like to bring on October 20th to this board so that we can adopt a resolution that would ensure that these things are baked into all of the contracts that go forward after that point.

And then just as critical like I mentioned before, in that November to June time frame timeline, there will be other joint requirements and other two party, perhaps tri party but two party agreements that will cover things that are really critical to this program, like permitting, design review, community engagement processes, and a number of other things that are being developed collaboratively so that

we can move towards implementation and focus towards the goal that we are all trying to achieve of opening this system.

So I know that was quite a bit of text but I hope this gives you an overview of the direction that the three the three entities and our staff and folks in leadership, where we are headed with the joint powers agreement, heading towards an October 4th work session, October to be determined but you will have a date very soon, virtual public meeting and October 29th for a joint meeting which would be a voting session.

So with that, I will answer any questions that you may have.

>> Thank you so much, Mr. Sargent.

Do we have any questions?

Mayor Adler.

>> Mayor Adler: This is helpful.

Because I have always been uncertain as to actually what is in the JPA and what it is that the JPA is calling for the parties to do.

And I don't think I am alone in not understanding really clearly which is which and what is where, so I think this is real important to get this out.

I appreciate you doing it now sufficiently before the joint meeting of everybody on the fourth.

Obviously there will be opportunity for all three boards on the fourth to address it then publicly. I appreciate the community engagement meeting before any of us act on this.

So that the community has the ability to be able to come forward.

But from a conceptual standpoint, I am comfortable with the JPA saying that we have to come up with a DBE policy, we have to come up with a procurement policy.

We have done that.

Now or we are going to be doing that today.

It is real important that whether it is done in the JPA or whether it is done here that there is real significant opportunity for the community to be able to engage, that means both the time, the public notice but it also means the sufficient allocation of space, and room for the community to be able to see things and engage.

I have watched the development of the DBE policy and the procurement policy which I think has been on our agenda three times now, including today, with lots of opportunities for the community to engage, see it evolve based on comments coming from the community and board members and the advisory councils, I mean it seems to me that is how the process should be working.

But if it is not that way, this is the opportunity for the public to come forward and say, no, it didn't work well with the d/b/a or the procurement policy.

But taking things into kind of like bite size pieces like that so we can deal with them and focus on them makes sense to me, so long as the community has the time and the ability, the transparency to be able to actually meaningfully weigh in.

And I think it is important that we kind of square this up, what is in the JPA?

What is not in the JPA?

What does the JPA call for participants to the JPA to do and what things are included I think is the process we are about to go through and the way you are approaching it makes sense to me, so thank you.

>> Thank you.

>> Thank you, Mayor Adler.

And I second verbatim pretty much what you just said.

Can I adjust do that and say thank you for your statement, because I do feel that I mean the things we have been hearing about and even as recent as our last board meeting where we had the urban league saying specifically mentioning the JPA, saying how many how can we engage and was that, what is that process for engage something what do we need to do to help us help you, you know, delivered this program, I think we have great opportunities to do this right and not many opportunities to do this wrong.

My take on this is that if we can resolve or have difficult conversations early, then it will set the stage for removing barriers later.

I hope that we can have, get down to some of the difficult weeds and I am thinking more or less in terms of utilities, I mean I know that that could I am just using that as an example.

I am not sure that's the best example but I think from a permitting point of view, from the design standpoint there could be some aspects that the design team could benefit if there is clarity and the permitting staff at the city can advance if there is clarity.

So I would really encourage us to think about what are those difficult things to discuss and what do we want to cover?

So I appreciate this opportunity to give a forum to the community on October 21st, but is that enough space?

Let's think about it.

Let's talk about it.

And what do we need to do as a board, as a team to expedite the program and not but I believe that the more we can address early, it would help with the delivery better.

>> Yes.

>> So thank you for your efforts.

Any more questions?

>> Thank you, thank you madam chair, I would just say that from my perspective, having been involved in this process, from the get go, there is a lot of time, energy and effort put into the development of the initial resolutions that brought the city and can metro together to then even create the contract with the voters and stipulate we are going to create the us, the Austin transit partnership.

And there were a lot of policy directions that went into that.

Now, it is true there were several instances in there where we made allowances and stated to a lot both in the document and the stakeholders as well, we want to flesh the rest of that out down the road.

Let's get us to election day and let's birth the baby and then we will go ahead and raise it up.

And I think that then that offered opportunity after the fact for further comment from the public as we have gone through.

But I would definitely echo what Mayor Adler has stated from the dais here, that we have had as we have gone along, it is really interesting as I have watched this. It has been very much a very engaging process, almost kind of amorphously without us even looking at it per se, planning to.

So many things we have talked about, as I view it, indirectly dealt with the JPA, not necessarily with us intending to, because and that's why I really

THAT'S WHY I REALLY APPRECIATE WHAT STAFF HAS DONE HERE.

WHEN WE TALK ABOUT PROGRAM FUNDING, WELL, MANY OF THOSE ASPECTS OF PROGRAM FUNDING, WE CLEARLY WE'VE ALREADY ADDRESSED WITH PREVIOUSLY LAID OUT ILAS.

YOU KNOW, WHEN WE WERE TALKING ABOUT HOW TO TRANSFER THE REVENUE FROM, AND DEAL WITH THE \$300 MILLION FOR THE ANTI DISPLACEMENT FUND BACK TO THE CITY, HOW DOES CAPMETRO GET ITS MONEY TO US AND WHAT IS ATP GOING TO DO FOR CAPMETRO, THOSE KINDS OF THINGS.

THE DPE PROGRAM AS THE MAYOR POINTED OUT.

WE'VE HAD VERY EXTENSIVE CONVERSATIONS, WE WORKED WITH DR. BURNET AND THE ADVISORY COMMITTEE, SENT THAT BACK TO HAVE SOME CONVERSATIONS, AND WE'VE HAD, I THINK, NO LESS THAN AS YOU SAID THREE DIFFERENT CONVERSATIONS ABOUT THAT WITH PUBLIC HEARINGS, WITH STAKEHOLDERS AS WELL.

I GUESS I'M JUST SEEING MANY DIFFERENT ASPECTS OF COMMUNITY INVOLVEMENT OVER THINGS THAT NOW WE'RE LOOKING AT IT AS MR. SARGENT AND STAFF ARE NOW PRESENTING IT TO US, IT APPEARS THAT WE'VE BEEN ADDRESSING THESE THINGS WITHOUT REALIZING WE WERE ADDRESSING THEM.

AND IT SEEMS TO ME THAT MANY ASPECTS OF THE JPA IN SOME WAYS HAVE ALREADY BEEN ADDRESSED.

IT'S JUST A MATTER OF OSTENSIBLY ORIGINALLY JUST CREATING THIS NEW DOCUMENT THAT SAYS, PLEASE SEE REFERENCE TO THESE OTHER DOCUMENTS WE'VE ALREADY CREATED.

BECAUSE WE'VE ALREADY PUT THE LEGWORK IN, WE'VE HAD THE COMMUNITY INVOLVEMENT IN.

NOW, THERE ARE STILL THINGS OUT THERE THAT CLEARLY WE NEED SOME FEEDBACK ON.

THAT'S WHAT I SEE HERE, AS I SEE WE'VE GOT THESE I APPRECIATE Y'ALL LAYING ALL THESE OUT.

WE'VE GOT THE BETTER BUILDER PROGRAM, THE LIVING WAGE AND POTENTIAL IMPACTS TO BUSINESSES THAT ALL NEED TO BE OFFICIALLY ADDRESSED.

WHAT I LOOK AT THIS AS, IS THAT THE CITY COUNCIL AND CAPMETRO CAME TOGETHER AND SAID THESE ARE THE THINGS THAT WE WANT TO ENSURE THAT ATP DOES.

AND THIS IS THE WAY WE WANT THEM TO DO IT.

THESE ARE POLICY DECISIONS.

STAKEHOLDERS PROVIDED FEEDBACK ON THIS.

THE TWO BODIES MET AND SAID, THIS IS WHAT WE WANT GOING FORWARD, ATP THOU SHALT DO IT.

YOU HAVE TO FIGURE OUT HOW YOU'RE GOING TO DO IT.

AND YOU GUYS, AS THE STAFF, I THINK ARE GOING TO BRING FORTH RESOLUTION TO ADDRESS THESE MATTERS, BUT WE WILL HAVE OPPORTUNITY FOR PUBLIC FEEDBACK WRAPPED IN WITH SOME OF THESE OTHER PUBLIC FEEDBACK WITH THE ILAS WE ALREADY PASSED TO ADDRESS THESE.

THEORETICALLY, THE DOCUMENT WE GET THAT IS THE, QUOTE UNQUOTE, JPA SHOULD JUST BE A REFERENCE BACK TO ALL THESE OTHER THINGS THAT WE'VE ALREADY PASSED IN ONE FORM OR ANOTHER.

AT LEAST THAT'S WHAT IT SOUNDS LIKE TO ME.

AND SOMEBODY JUMP IN IF I'M MISSING SOMETHING HERE, BUT IT SOUNDS BY THE TIME THIS PROCESS IS ALL OVER WITH, THE JPA IS BASICALLY GOING TO BE AN ILA THAT PRETTY MUCH CODIFIES ALL THESE AND MAKES REFERENCE TO SOMETHING ELSE THAT WE HAVE HAD AN OPPORTUNITY TO PASS, AND THAT WE AS A BOARD SAY, YES, WE HEAR THE COMMUNITY, WE'RE GOING TO DO AND TAKE ACTION ON EVERYTHING THAT WE WERE TOLD TO DO BY YOUR GUYS, AND OUR PARENTS, AS IT WERE, THE CITY COUNCIL AND BY CAPMETRO.

>> IF I COULD JUST JUMP IN WITH A COMMENT.

THAT IS MORE OR LESS, YES, CORRECT.

WITH SOME ADDITIONAL DETAILS.

I THINK THE BOTTOM OF THE ADDITIONAL DETAILS.

PERMITTING, DESIGN REVIEW, PUBLIC ENGAGEMENT PROCESSES.

I KNOW WE SOUND LIKE A BROKEN RECORD SOMETIMES, THE STAFF IS INCREDIBLY COLLABORATIVE.

I WANT THE BOARD TO REALLY UNDERSTAND THAT.

EVERYONE IS WORKING WELL TOGETHER.

IT IS A LITTLE BIT, I THINK DR. BURNET HAS USED THIS ANALOGY OF A PLANE, BUT I USE A TRAIN, WE ARE DRIVING A TRAIN, WHILE WE'RE BUILDING A TRAIN.

WE ALL JUST HAVE TO REMEMBER, WE'RE DOING SOMETHING A COMMUNITY THAT HAS NEVER DONE SOMETHING LIKE THIS BEFORE.

SO THERE IS GOING TO BE EVOLUTION.

BY THE WAY, THAT EVOLUTION IS REALLY POSITIVE.

SO IT'S ACKNOWLEDGING, OH, WE THOUGHT WE WERE GOING TO GO LEFT.

LEFT DOESN'T ACTUALLY GET US WHERE WE WANT TO GO, A VARIETY OF TECHNICAL, LEGAL, FINANCIAL INPUT, AND TWEAK IT AND GO 10 DEGREES RIGHT AND THAT'S WHERE WE NEED TO BE.

THAT'S A HEALTHY PROCESS.

THE MAYOR MENTIONED, YOU KNOW, THIS WAS HELPFUL BECAUSE THERE'S BEEN SOME COMMUNICATION.

I'LL TAKE FULL RESPONSIBILITY FOR THAT.

I THINK WE HAD A LITTLE BIT OF VOID COMMUNICATION ON THIS, INADVERTENTLY.

THE STAFF IS WORKING HARD ACROSS THE DEPARTMENTS.

WE PROBABLY SHOULD HAVE CLEANED THIS UP A LITTLE BIT MORE FOR CLARITY.

BUT WE'RE DOING THAT NOW.

JUNE AND I ARE WORKING ON A MEMO TO GET THINGS OUT TO ALL BODIES TO KIND OF JUST GET THIS AND A LITTLE BIT MORE INFORMATION OUT.

I THINK OSTENSIBLY WHAT YOU SAID, BOARD MEMBER, THIS IS A COLLECTION OF A BUNCH OF ILAS THAT HAVE ALREADY BEEN DONE, AND THAT THE TEAMS ARE WORKING TIRELESSLY ON TO PUT TOGETHER.

>> MADAM CHAIR?

>> THANK YOU.

DR. BURNET?

>> THIS IS A VERY PRACTICAL QUESTION, SAM.

AND YOU MAY OR MAY NOT BE ABLE TO ANSWER IT.

TODAY IS SEPTEMBER 15TH.

IN PRACTICALITY, OCTOBER 4TH IS TOMORROW.

SO WE'RE HAVING A VIRTUAL MEETING FOR COMMENT.

SO WHEN DO YOU ANTICIPATE RELEASING A DRAFT SO PEOPLE HAVE TIME TO PREPARE?

AND I THINK THAT'S YOU KNOW, USING THE ANALOGY OF THE ROAD, PROVIDING RULES OF THE ROAD, WE'RE GOING REALLY FAST.

>> YES.

>> AND WE NEED TO PUMP THE BRAKES A LITTLE BIT, KEEPING IN MIND THAT WE HAVE TO STAY ON TASK.

I TOTALLY UNDERSTAND THAT.

BUT WE STARTED LOSING OUR AUDIENCES WHEN WE GO REALLY FAST.

IF TODAY IS SEPTEMBER 15TH, TOMORROW IS OCTOBER 4TH.

WHEN DO YOU HAVE ANTICIPATION BECAUSE WE CAN WORK ON, WORK ON, WORK ON, TO TRY TO RELEASE THE PERFECT DRAFT, AND IT BACKFIRES ON YOU BECAUSE YOU DON'T GIVE PEOPLE AN OPPORTUNITY TO REALLY ABSORB IT.

AND A DOCUMENT OF THIS NATURE IS GOING TO BE SHOULD NOT BE CAST IN CONCRETE.

IT'S GOING TO EVOLVE OVER TIME ANYWAY.

>> YES.

>> BY NATURE OF THE PROJECT IT'S GOING TO CHANGE.

SO THAT'S A PRACTICAL QUESTION, WHEN DO YOU ANTICIPATE?

>> SO THE GOAL FOR THE OCTOBER 4TH WORK SESSION IS THAT WE WOULD POST THE MATERIALS THAT WILL BE SHOWN THERE, LIKE WE WOULD FOR A BOARD MEETING.

SO THE TIMING I DON'T HAVE THE DATE IN FRONT OF ME, BUT IT WOULD BE ENOUGH IN ADVANCE OF THAT, THAT WE GIVE FOLKS NOTICE, THAT THIS IS SOMETHING THAT WE'RE MOVING FORWARD ON IN OCTOBER.

AND THEN THAT WAY IT WOULD ALSO BE POSTED ONLINE THROUGHOUT THAT MONTH.

>> OKAY.

>> AND THEN WE WOULD FIND DIFFERENT AVENUES, WHICH I'LL BE WORKING ON WITH JACKIE NIRENBERG SO WE DON'T JUST SCHEDULE THE PUBLIC MEETING, BUT WITH THE OPEN OPPORTUNITIES LIKE SHE'S BEEN DOING FOR THE LINE ENGAGEMENT WHICH HAS BEEN TREMENDOUSLY SUCCESSFUL SO WE CAN GET PEOPLE'S FEEDBACK, WHETHER IT'S BY PHONE, WHETHER THEY'RE E MAILING CAPMETRO, WHETHER THEY'RE E MAILING ATP.

I DON'T HAVE THE DATE IN FRONT OF ME, BUT THE GOAL IS TO HAVE IT POSTED BEFORE OCTOBER 4TH, THEN IT WOULD BE OUT THERE TO THE PUBLIC, AND THEN IT WOULD STAY LIVE ALL THE WAY UP UNTIL WELL, STAY LIVE FOR GOOD.

BUT IT WOULD STAY UP ON THE WEBSITE THROUGH THE JOINT MEETING.

>> AND I THINK WE SHOULD ALSO BE INTENTIONAL ABOUT FOLLOWING THE SAME PROCESS THAT JACKIE SHOWED US, THAT CHART OF FINDING THE COMMON THEMES.

I THINK IT WOULD BE HELPFUL FOR THE BOARDS TO KNOW WHAT THOSE COMMON THEMES ARE AS WE GO AS WE MOVE TOWARDS ACTUALLY SIGNING THE AGREEMENT.

>> THAT'S A GREAT IDEA.

THANK YOU.

>> YEAH.

>> THANK YOU, DR. BURNET.

THOSE ARE GREAT POINTS.

MY FIRST UNDERSTANDING OF THIS, AND I REALLY APPRECIATE THE CLARITY AS WELL OF WHAT'S IN THE ORIGINAL, THE FIRST DOCUMENT, HOW FAR WE'VE COME, THAT HELPS ME UNDERSTAND SOME OF THE ASPECTS.

WHAT I DON'T WANT TO SEE US DO IS HAVE SO MANY ILAS, THAT NOBODY CAN KEEP TRACK OF ALL THE ILAS.

BECAUSE IT'S COMPLEX.

AND THE PROGRAM IS COMPLEX.

SO I THINK ANYTHING WE CAN DO TO SIMPLIFY AND TACKLE AS MANY THINGS AS POSSIBLE, I THINK WILL HELP US IN THE LONG HAUL, OR THROUGH THE LIFE OF THIS PROGRAM.

BECAUSE I THINK ONE OF THE THINGS I WANT TO REMIND OUR BOARD IS THAT WE WANT TO SET UP THIS SYSTEM FOR SUCCESS.

WE WANT TO GIVE YOU ALL THE TOOLS, NOT JUST US AS THE INITIAL BOARD, BUT THE STAFF THAT WOULD IMPLEMENT IT, PAST OUR LIFETIME, PAST OUR TIME TO HOW DO WE MAKE IT HAPPEN.

AND ALSO, I KNOW WE CANNOT ANTICIPATE EVERY ASPECT.

THERE'S GOING EVERY PIECE OF THE PROGRAM IS UNIQUE AND WE'RE GOING TO HAVE TO TWEAK IT AND WE'RE GOING TO HAVE TO HAVE INDIVIDUAL ILAS.

MY PERSPECTIVE IS THE MORE WE CAN HAVE EARLY AND WELL COVERED, HOPEFULLY IT WILL HELP US EXPEDITE AND NOT HAVE TO KEEP TRACK OF SO MANY ILAS.

SO WITH THAT, I YOU KNOW, IF THERE ARE NO FURTHER QUESTIONS YES, MAYOR ADLER?

>> MAYOR ADLER: JUST REAL FAST.

PRESIDENT, I APPRECIATE THE COMMENTS THAT YOU MADE.

I WANT TO MAKE SURE THAT I UNDERSTAND IT.

SO I THINK THAT WE'RE USED TO GETTING, FOR WORK SESSIONS, THE MATERIALS A WEEK AHEAD OF TIME.

AT LEAST.

SO THE ANTICIPATION WOULD BE THAT THERE WILL BE A DRAFT OF THE, I GUESS THE JPA, OR WHATEVER, THE ILAS THAT WE'RE GOING TO DO, THAT THE JPA SAYS WE'RE SUPPOSED TO GET DONE, I WOULD PUT THOSE IN THAT PACKET, TOO, SO PEOPLE IN THE PUBLIC COULD KNOW, NOT ONLY WHERE IT IS THAT IT'S BEING HANDLED.

SO IF IT'S POSSIBLE TO GET THE RESOLUTIONS THAT YOU'RE ASKING US TO DO, I WOULD PUT IN THERE OUR RESOLUTIONS ON THE DVE PROGRAM, I WOULD PUT IN THE RESOLUTIONS THAT WE'RE APPROVING ON THE PROCUREMENT.

BECAUSE IT'S MENTIONED IN HERE AS THINGS WE'RE SUPPOSED TO DO, BUT THE JPA WAS SUPPOSED TO MAKE SURE WE DID THEM.

SO I WOULD PUT THAT IN.

AND I WOULD GIVE THE COMMUNITY MORE INFORMATION.

BUT THAT WILL ALL BE TO THEM A WEEK BEFORE THE WORK SESSION.

THE WORK SESSION, WE'RE NOT TAKING ANY ACTION, SO IT'S GOT TO BE AN OPPORTUNITY FOR US TO ASK QUESTIONS, FOR EACH OF THE BOARDS TO ASK QUESTIONS.

THE PUBLIC HAVING GOTTEN THE INFORMATION PRIOR TO THE WORK SESSION CAN CERTAINLY FUNNEL QUESTIONS TO US THAT THEY WANT US TO ASK.

EVERYBODY IN THE COMMUNITY WILL HEAR THAT DISCUSSION.

RIGHT AFTER THAT, YOU'RE GOING TO HAVE YOUR OWN INDEPENDENT COMMUNITY DISCUSSION.

>> MM HMM.

>> MAYOR ADLER: THAT WILL BE AVAILABLE TO THE PUBLIC.

AND AS WELL AS FOR US TO BE ABLE TO SEE WHAT WAS RAISED, WHAT THEMES WERE ADDRESSED, WHAT CONCERNS WERE PRESENTED, AND THE LIKE.

AND THEN AFTER THAT, THEN IT COMES BACK FOR ACTION AT THE END OF THE MONTH, IN THOSE THREE BOARDS ALL MEETING TOGETHER.

THAT'S A LOT OF TIME FOR IT TO BE OUT IN THE PUBLIC FOR REVIEW.

CERTAINLY TO IDENTIFY ISSUES, MAKE SURE THAT EVERYBODY DID HAVE TIME TO BE ABLE TO PARTICIPATE, FOR US TO BE ABLE TO ADOPT IT.

AND WHAT WE'RE ALSO GOING TO SEE IS IT'S GOING TO GO FROM JUST A REAL THEORETICAL CONVERSATION.

RIGHT NOW, NO ONE KNOWS WHAT'S IN THE JPA.

SO I THINK EVERYBODY'S CONCERNED ABOUT THINGS BEING IN THE JPA THAT THEY'RE NOT GOING TO HAVE TIME TO BE ABLE TO REACT TO, OR TO BE ABLE TO GIVE DUE CONSIDERATION TO.

SO EVERYBODY WILL KNOW THE WEEK BEFORE THAT MEETING KIND OF WHAT'S IN THE JPA, WHAT'S BEING HANDLED BETWEEN OCTOBER AND JUNE, WHAT ARE THE THINGS THAT THE INDIVIDUAL BOARDS ARE EXPECTED TO DO, GIVEN THEIR RESPONSIBILITIES IN THE JPA.

AND THEN I THINK THIS CONVERSATION WILL BE A LOT EASIER TO HAVE.

BECAUSE WE'LL ACTUALLY BE TALKING ABOUT REAL THINGS.

>> RIGHT.

>> MAYOR ADLER: AS OPPOSED TO JUST PROTECTING PROCESSES.

I THINK THAT WILL BE HELPFUL.

THANK YOU.

>> THANK YOU, MAYOR.

>> MAYOR ADLER: YES.

>> ONE LAST THING.

I WANT TO THANK YOU, SAM.

THIS IS A LOT.

AND YOU ARE MANAGING US THROUGH IT VERY WELL.

SO THANK YOU.

>> THANK YOU, VICE CHAIR.

I WILL, AGAIN, THANK BOTH THE ATTORNEYS OF THE THREE PARTIES, GINA'S STAFF.

BUT THANK YOU VERY MUCH, VICE CHAIR.

>> THANK YOU SO MUCH, SAM.

NO MORE QUESTIONS?

THANK YOU, SIR.

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

SHOULD WE TAKE A QUICK BREAK?

IS EVERYONE OKAY?

HOW DOES EVERYONE FEEL?

GOOD?

LET'S MOVE ON?

SO OUR FIRST ACTION ITEM TODAY IS THE APPROVAL OF THE MINUTES FROM THE AUGUST 18TH, 2021, AUSTIN TRANSIT BOARD MEETING.

IF EVERYONE HAS TIME TO APPROVE, OR READ THEM.

OKAY?

MAYOR ADLER MOVES TO APPROVE.

ANY SECOND?

>> I'LL SECOND.

>> DR. BURNET SECONDS.

EVERYBODY IN APPROVAL, SAY AYE.

>> AYE.

>> THE MINUTES HAVE BEEN APPROVED UNANIMOUSLY.

AND OUR SECOND ACTION ITEM TODAY, THE ADOPTION OF THE AUSTIN TRANSIT PARTNERSHIP FISCAL YEAR 2022 BUDGET, INCLUDING STAFF RECOMMENDED CHANGES TO INCREASE PROPERTY TAX REVENUE BY \$1,232,810.

AND INCREASE COMMUNITY ENGAGEMENT EXPENDITURES WITH \$600,000.

TODAY WE HAVE DIANE SYLER, BUDGET DIRECTOR, AND SHE WILL NOW GIVE US A PRESENTATION OF THE BUDGET.

WELCOME, MISS SYLER.

>> GOOD AFTERNOON, THANK YOU.

TODAY, SEPTEMBER 15TH, A VERY EXCITING DAY IN BUDGET WORLD.

IT MARKS THE CULMINATION OF GENERALLY ABOUT SIX MONTHS WORTH OF WORK.

SO VERY EXCITED.

AND JUST TO REORIENT US ALL, I'LL GIVE YOU WHAT WE PROVIDED YOU LAST MONTH.

OKAY.

NEXT SLIDE, PLEASE.

SO THESE SLIDES HAVE BEEN UPDATED TO INCORPORATE THE STAFF CHANGES THAT YOU HAD JUST DISCUSSED.

WE'RE REQUESTING A BUDGET OF \$312.8 MILLION.

OF THAT, THE FUNDING SOURCES, 50% IS COMING FROM THE PROPERTY TAXES, FROM PROPOSITION A.

THE CAPITAL METRO IS CONTRIBUTING THE OTHER ANOTHER 8%, AND THEN THE FINAL COMPONENT IS COMING FROM THE RESERVES FROM FY '21.

NEXT SLIDE, PLEASE.

AND THIS IS GOING TO BE ALLOCATED TO THE VARIOUS FUNDING SOURCES, PREDOMINANTLY THROUGH THE CAPITAL SIDE OF THE HOUSE.

AND THEN TO CAPITAL METRO TO REIMBURSE THEM FOR THE EXPENSES THAT THEY'RE INCURRING ON BEHALF OF PROJECT CONNECT.

WE HAVE THE ANTI DISPLACEMENT FUNDING FOR \$42 MILLION.

THAT WILL BE ADDED TO THE \$23 MILLION THAT IS ALREADY SET ASIDE.

SO THERE WILL BE \$65 MILLION AVAILABLE FOR THE CITY FOR THE ANTI DISPLACEMENT.

AND THE REST OF THE FUNDING HERE IS FOR ADMINISTRATIVE, LEASE, SALARY, AND OUR SHARED SERVICES WITH CAPMETRO, AND WITH THE CITY OF AUSTIN'S LIAISON OFFICE.

NEXT SLIDE.

SO SEEN IN A DIFFERENT LIGHT, THIS IS THE SAME SLIDE THAT WE SAW LAST TIME, AND IT'S IT IS SIMPLY THE 86% OF OUR FUNDING IS GOING TO OUR CAPITAL PROJECTS.

AND THE OTHER 13% GOING TO THE ANTI DISPLACEMENT, WITH 1% GOING FOR A COMBINATION OF THE OPERATIONS FOR CAPITAL METRO.

RIGHT NOW IT'S SIMPLY FOR THE NEIGHBORHOOD CIRCULATORS.

BUT LATER ON IT WILL GROW.

WE HAVE \$1 MILLION CONTINGENCY.

AND THEN WE HAVE A SMALL COMPONENT THAT IS FOR NONALLOCABLE EXPENSES.

NEXT SLIDE.

THIS IS A RESTATEMENT OF THE ANTI DISPLACEMENT FUND.

SO WE CAN GO TO THE NEXT SLIDE.

AND ANY QUESTIONS ON THAT VERY QUICK OVERVIEW OF THE BUDGET?

>> THANK YOU, MISS SYLER.

ANY QUESTIONS FROM THE BOARD?

>> I'VE GOT TO ASK A QUESTION.

I'M A FINANCE GUY.

>> I'M LOOKING FORWARD TO IT.

>> I'M ASSUMING THAT QUARTERLY THIS BOARD WOULD BE GETTING BUDGET ACTUAL REPORTS AND HOW WE'RE DOING ON OUR BUDGET?

>> YES.

THANK YOU FOR ASKING THAT QUESTION, BECAUSE PART OF WHAT YOU'RE ADOPTING TODAY IS NOT JUST THE NUMBERS, IT'S NOT JUST THE FUNDING SOURCES, BUT YOU'RE ALSO ADOPTING THE FINANCIAL POLICIES.

THERE'S A SET OF 20 FINANCIAL POLICIES IN THE DOCUMENT, IN THE APPENDIX SECTION.

AND ONE OF THOSE FINANCIAL POLICIES IS THE REPORTING.

THAT ON A QUARTERLY BASIS WE'LL REPORT BACK TO YOU, BUDGET TO ACTUAL EXPENDITURES.

>> GREAT.

THANK YOU.

IF YOU COULD JUST COMMENT, BECAUSE I THINK IT'S WORTH MENTIONING, THE 600,000 INCREASE IN COMMUNITY ENGAGEMENT, WHICH IS A GREAT THING TO DO BECAUSE WE HAVE THE EXTRA MONEY.

BUT THE COOL VEHICLE I SAW WE'RE GOING TO BE USING AND DRIVING AROUND, I THINK IT'S WORTH MENTIONING WHAT THAT IS.

I THINK IT'S A UNIQUE FEATURE WE'RE DOING.

>> IT'S VERY INTERESTING, YES.

SO IT'S CALLED A MOBILE EXPERIENCE CENTER.

AND THINK OF IT AS A MUSEUM ON WHEELS, TO EDUCATE THE PUBLIC ON THE TECHNOLOGY THAT GOES BEHIND WHAT WE'RE DOING, AND ALSO THE PROCESS THAT WE'VE TAKEN TO GET A LIGHT RAIL BUILT.

AND REALLY, FOR ANY MORE DETAIL BEHIND THAT, I'M GOING TO HAVE TO DEFER IT TO PETER MULLAN TO RESPOND.

>> I THOUGHT IT WAS GOOD.

I SAW THE PHOTO.

MAYBE AT ANOTHER MEETING WE COULD GET A LITTLE MORE DESCRIPTION.

AND THEN THE LAST THING I HAD IS, AT SOME POINT, I WOULD IMAGINE, WE'RE MOVING FROM 15 TO 30, WHEN WILL THIS BOARD GET KIND OF AN UPDATE ON THE INDIVIDUAL PROJECTS, THEIR BUDGET, HOW THEY'RE DOING, RIGHT?

BECAUSE AS WE ALL SAW, THERE WAS A SLIDE WHEN PROJECT CONNECT WAS PUT TOGETHER, THE 7.1 BILLION AND HOW IT BROKE DOWN BY THE VARIOUS COMPONENTS, ORANGE LINE, BLUE LINE.

WHEN DO WE ENVISION THAT UPDATE HAPPENING?

>> FOR THAT QUESTION, I'M GOING TO DEFER TO DAVE COUCH.

BECAUSE HE'S GOING TO OVERSEE THE ENTIRE PROGRAM IMPLEMENTATION.

>> ALL RIGHT.

>> AS WE GO AHEAD AND ADVANCE THROUGH THE 30% AND GET TO THAT POINT, WE'LL BE ABLE TO COME UP WITH A LOT BETTER, MORE ACCURATE ESTIMATES THAT ARE GOING TO BE THERE.

OUR EXPECTATION IS TO GET TO THE FIRST DRAFT OF THE 30% VERY EARLY IN THE NEXT QUARTER.

SO IT'S PROBABLY GOING TO BE SOMETIME IN THE SUMMER, BEFORE WE GET TO THE NEXT BUDGET CYCLE FOR NEXT FISCAL YEAR.

BECAUSE WE'LL BE ABLE TO COME UP WITH NUMBERS AND WE'LL BE ABLE TO GO AHEAD AND GO THROUGH THOSE ON A PROJECT BASIS.

BOTTOM LINE, IT'S A WORK IN PROGRESS AND IT GETS REFINED MORE AS WE GO FORWARD.

>> THAT MAKES SENSE.

THE NEXT TIME YOU ENVISION COMING BACK TO THE BOARD WITH AN UPDATE ON THE PROJECT BUDGETS AS WELL AS PERHAPS TIMELINE AS WELL?

>> MM HMM.

>> THANK YOU.

APPRECIATE THAT.

>> IF I COULD ADD ONE COMMENT TO THAT.

A LITTLE ON TOP OF WHAT DAVE SAID THERE IS, WE'VE ALREADY BROUGHT TO THE BOARD, CAPMETRO BOARD AND THIS BOARD, THE COST ESTIMATES FOR THE PROJECTS THAT ARE ALREADY AT 30%.

SO THE RED LINE AND RAPID PROJECTS, AND THEY'RE TRAILING REALLY WELL TO BUDGET AND THE TEAM IS MOVING THOSE FORWARD.

TO THE LIGHT RAIL, WHICH IS KIND OF THE BIG ELEPHANT, IF YOU WILL, THE BUDGET COST DRIVER, WE EXPECT PROBABLY LATE SPRING TO SUMMER 30% DESIGN.

THAT ALSO IS GOING TO CORRESPOND REALLY WELL, PARALLEL THE ENTIRE FINANCIAL RISK ANALYSIS PROCESS.

ONCE THIS PROCUREMENT, ASSUMING THE BOARD TAKES ACTION TODAY, WE HAVE A PROCUREMENT GOING OUT ON THE STREET TO HIRE A FINANCIAL RISK ADVISER THAT CAN COME IN AND HELP BOTH ANALYZE OVERALL PROGRAM RISK IN RELATION TO FINANCIALS, AND THINK THROUGH CONTRACTING DELIVERY METHODOLOGY, AND HOW YOU BREAK CONTRACTS UP.

SO THE ORANGE LINE MAY END UP BEING FIVE CONTRACTS, IT COULD BE ONE CONTRACT, WE'RE NOT SURE HOW THAT WILL WORK.

I ALSO WANTED TO ADD IN THERE, I WANTED TO SAY WE'LL PROBABLY NOT REFERENCE 7.1 BILLION THAT OFTEN, ONLY BECAUSE THAT SLIDE WAS REALLY THE CAPITAL COST.

AND IT DOESN'T TALK ABOUT THE FINANCING, IT DOESN'T TALK ABOUT O&M OR STATE OF REPAIR.

WHAT WAS SO VALUABLE ABOUT THIS REFERENDUM WAS THAT IT IS A LONG TERM FUNDING SOURCE, SO WE COULD BALANCE ACROSS THE ENTIRE SPECTRUM OF COSTS.

SO THAT WILL FLUCTUATE BASED ON FEDERAL SHARE, OTHER INPUTS, AND SO WHAT YOU'RE GOING TO SEE A LOT WHEN WE TALK ABOUT IS COST PER PROJECT CAPITAL WISE, BUT WE'LL REALLY END UP PULLING IT OUT TO TOTAL COST OF PROJECT AT SOME POINT.

PEOPLE CAN SEE THE ORANGE LINE IS X AMOUNT OF BILLION, BUT THEN YOU TAKE THE FINANCING, IT'S X AMOUNT OF BILLION MORE.

THEN WE HAVE TO CORRESPOND THE REVENUE SOURCES AGAINST IT.

THINGS YOU OBVIOUSLY KNOW.

NOW THAT YOU BROUGHT THAT QUESTION UP, I THINK WE'LL HAVE TO CONTINUE TO EXPLAIN THAT OVERALL TO THE COMMUNITY, BECAUSE THE COMMUNITY IS USED TO DOING BOND PROJECTS, NOT LONG TERM CAPITAL FINANCE O&M TYPE OF PROJECTS.

ESPECIALLY KIND OF MID TO SECOND HALF OF NEXT YEAR.

>> THANK YOU, BOARD MEMBER.

>> YES, MISS SYLER, I JUST HAVE A QUESTION TO CLARIFY HERE.

THE MEMO THAT YOU SENT, IT'S ACTUALLY IN THE BOARD PACKET ON PAGE WHAT WAS THAT.

I GUESS IT'S PAGE 32 OF THE BOARD PACKET.

JUST BEFORE YOUR PRESENTATION, WHERE WE WERE HAVING THE ADJUSTMENT, WHERE YOU TALK ABOUT THE CHANGES THERE, THE ADJUSTMENTS TO THE TAX REVENUE AND THE EXPENDITURES FOR COMMUNITY ENGAGEMENT.

REFER TO THE REVENUE, TOTAL FUNDS AVAILABLE, AS 321.9 MILLION.

>> MM HMM.

>> AND SO AT THE END OF THE CHART THERE, IT TALKS ABOUT THE 321.9 MILLION, AND THEREFORE THE 212.7 LEAVING US A RESERVE FOR FUTURE PROJECT COMMITMENTS, OR RESERVE BALANCE OF NOW 9.16 MILLION.

AND SO I WAS JUST CURIOUS, BECAUSE I DIDN'T SEE THAT ACTUALLY EXPRESSED IN THE PRESENTATION.

BECAUSE IT LOOKED LIKE IN THE PRESENTATION, THAT THE SOURCES OF REVENUE PENNED OUT AT EXACTLY 312 MILLION WHICH IS EXACTLY WHAT THE EXPENSES WERE.

SO I'M JUST TRYING TO FIGURE OUT

>> IF YOU GO TO LET'S SEE.

HOW ABOUT SLIDE 2 OF THE PRESENTATION.

>> YES, THE ONE WITH THE

>> WHAT YOU'LL SEE IN THE FIRST BULLET THERE, I JUST MENTIONED THAT IT LEAVES \$9.2 MILLION FOR FUTURE PROJECTS.

>> OKAY, THERE IT IS.

GOT YOU.

>> I JUST WANTED TO HAVE IT AS A TALKING POINT.

>> OKAY.

SO WHEREAS SO BASICALLY WE'RE SETTING THAT ASIDE IN OUR CAPITAL, THAT'S WHAT I WANTED TO MAKE SURE OF, THAT THE PUBLIC IS AWARE, WE'RE STILL SETTING ASIDE, WE'RE STARTING TO BUILD WE HAD TO TAKE MONEY FROM YOUR 1 AND ROLL IT OVER TO YOUR 2, BUT WE'RE STILL SETTING ASIDE, WE'LL CONTINUE TO PUT THAT MONEY IN THE SAVINGS ACCOUNT AS IT WERE TO BANK UP AND BUILD THAT ACCOUNT ON THE SIDE FOR FUTURE NEEDS AND FUTURE ENDEAVORS, ESPECIALLY AS WE'RE GETTING DOWN THE LINE AND STARTING TO SEE THE NEEDS FOR THE CAPITAL PROJECTS COME FURTHER ALONG THE LINE.

>> YOU'RE ABSOLUTELY CORRECT.

>> THANK YOU SO MUCH.

I JUST WANTED TO MAKE SURE THAT WAS CLEAR.

>> MM HMM.

>> THANK YOU.

ANY FURTHER QUESTIONS?

YES, MAYOR ADLER?

>> MAYOR ADLER: JUST A QUESTION ABOUT THE INCREASE IN REVENUE.

WE HAVE AN INCREASE, IT'S NOT MUCH, IT'S LESS THAN 1%, BUT IT IS AN INCREASE IN REVENUE.

IF I UNDERSTAND CORRECTLY, THAT HAPPENED BECAUSE IT HAD ORIGINALLY BEEN PROPOSED A 3.5% INCREASE, THE COUNCIL DID A 4.7%?

>> THAT'S CORRECT.

>> MAYOR ADLER: DOES THAT MEAN IF THE COUNCIL HAD DONE 2.2%

>> THAT IS EXACTLY THE DYNAMIC, YES.

YES, SIR.

>> MAYOR ADLER: THANK YOU.

>> PROBABLY JUST TO EMPHASIZE THAT MAYOR, GREG CANALLY CAN ADD ON, BUT I'LL TRY.

THE LONG TERM INNOVATIVE FINANCIAL MODEL, ASSUME 3.5 AS THE BASELINE BECAUSE THAT'S WHAT THE CITY HAS DONE, IN THE STATE LAW PIECE.

SO GREG, UNLESS I HAVE THAT WRONG THANK YOU THAT WAS PLUGGED AND PLAYED THROUGHOUT THE ENTIRE MODEL.

>> THAT'S CORRECT.

WE ALSO BUILT IN A SMALL COMPONENT FOR ADDITIONAL GROWTH.

>> MAYOR ADLER: THANK YOU.

>> THANK YOU.

BOARD MEMBER, YOU HAD ANOTHER QUESTION?

NO MORE DISCUSSION ON THIS ITEM?

ARE WE READY TO ADOPT THE BUDGET FOR THE NEXT YEAR?

SO IF I COULD PLEASE HAVE A MOTION TO ADOPT THE BUDGET.

>> MOTION.

>> MOTION BY BOARD MEMBER ELKINS.

SECOND?

MAYOR ADLER SECONDS.

EVERYONE IN APPROVAL, PLEASE SAY AYE.

>> AYE.

>> ARE THERE ANY NAYS?

NO NAYS?

SO THE BUDGET HAS BEEN APPROVED UNANIMOUSLY.

THANK YOU, MISS SYLER.

>> THANK YOU.

>> GOOD JOB.

THANK YOU.

NEXT WE'RE MOVING ON TO ITEMS OUR THIRD ACTION ITEM.

WE'RE GOING TO HAVE THE ADOPTION OF THE PROCUREMENT POLICY.

THANK YOU SO MUCH.

AND WITH US WE HAVE VICKY RED RICK WHO IS OUR DIRECTOR OF PROCUREMENT WHO WILL NOW PRESENT OUR PROCUREMENT POLICY.

THANK YOU.

>> THANK YOU, MADAM CHAIR, MEMBERS OF THE BOARD, AND DIRECTOR CLARKE.

SO THIS PRESENTATION WILL BE THE PRESENTATION I'M SURE MANY OF YOU HAVE SEEN OVER AND OVER.

BUT THIS IS JUST TO TALK ABOUT OUR PROCUREMENT POLICIES AND GUIDELINES AND TALK ABOUT HOW IT WAS TAILORED AROUND BEST PRACTICES AND COMPLIANCE WITHIN THE INDUSTRY.

AND SOME OF THE MAIN THINGS TO FOCUS ON IS THAT, ONE, IT PROTECTS THE INTEGRITY OF OUR PROCUREMENT PROCESS, IT ALLOWS CONSISTENCY IN SOURCING, AND IT'S COMPLIANT WITH THE FTA GUIDE FOR PROCUREMENT SYSTEM REVIEWS, WHICH IS THE SYSTEM THAT THE FTA WILL USE WHEN THEY COME IN AND THEY DO AUDITS ON OUR PROCUREMENTS.

NEXT SLIDE.

SORRY.

SO WHEN YOU TALK ABOUT THE COMPLIANCE PIECE OF IT, IT'S COMPLIANT BOTH LOCAL, STATE AND FEDERAL LAWS AND REGULATIONS.

AND IT JUST LISTS SOME OF THE TEXAS TRANSPORTATION CODES THERE, AS WELL AS SOME OF THE FEDERAL REQUIREMENTS OF OUR PROCUREMENT POLICY BEING COMPLIANT.

NEXT SLIDE, PLEASE.

AND TODAYWHAT THE ASK OF THE BOARD IS TO ADOPT OUR POLICY AND OUR GUIDELINES.

SO THE FIRST SECTION IS THE POLICIES WHICH REALLY TALKS ABOUT THE OBJECTIVES.

IT TALKS ABOUT OUR PROCUREMENT METHODS, TALKS ABOUT REMEDIES, TALKS ABOUT PROTESTS, TALKS ABOUT HOW PEOPLE REALLY DO BUSINESS WITH ATP, AND IT TALKS ABOUT ETHICS, AND IT TALKS ABOUT CONFLICTS OF INTEREST.

SO THAT WILL COVER CHAPTERS 1 THROUGH 4 OF THE POLICY.

AND IN CHAPTERS 1 THROUGH 4, IF WE HAVE TO MAKE ANY CHANGES TO THOSE, THEN WE WILL HAVE TO BRING THOSE BACK TO THE BOARD TO TALK TO THE BOARD AND GET APPROVAL BEFORE WE MAKE ANY CHANGES.

IN ADDITION TO THAT, WE HAVE CHAPTERS 5 THROUGH 9, WHICH ARE CONSIDERED GUIDELINES.

THOSE ARE MORE LIKE YOUR CONTRACT SPECIFICATION, CONTRACT ADMINISTRATION TYPE THINGS, TALKS ABOUT COST PRINCIPLES, AND SOME OF THOSE THINGS WE DO BEHIND THE SCENES TO SUPPORT THE POLICIES.

AS A TO GO WITH THAT, WE ALSO HAVE WHAT WE CALL OUR PROCUREMENT ADMINISTRATIVE MANUAL.

THAT DOESN'T HAVE TO BE APPROVED BY THE BOARD, BUT WHAT THAT DOES IS IT'S KIND OF THE PROCESS, THE PROCEDURES, THE HOW TO FOR THE PROCUREMENT TEAM, SO WHEN WE HAVE INDIVIDUALS COME IN WHO ARE PERFORMING PROCUREMENTS, THEY ARE FOLLOWING THE POLICIES AND GUIDELINES AS WE DO OUR SOLICITATIONS.

AND SO WE WILL BE ASKING YOU TODAY TO ADOPT BOTH THE POLICIES AND THE GUIDELINES, NOT THE ADMINISTRATION PIECE.

NEXT SLIDE, PLEASE.

SO SOME OF THE HIGHLIGHTS WE HEARD AS WE'VE BEEN DOING THIS OVER THE LAST COUPLE OF MONTHS FROM THE COMMITTEE MEETINGS AND SOME OF THE ENGAGEMENTS THAT WE'VE HAD, IS THAT WE WANT TO FOCUS ON THOSE THINGS.

ONE IS THAT THE POLICY ENCOURAGES INNOVATION.

IT ALLOWS SOURCE AND FLEXIBILITY.

IT ALLOWS FOR BOTH COST AND PERFORMANCE INCENTIVES.

IT ALLOWS EVALUATION FLEXIBILITY.

AND WHAT THAT MEANS IS SUCH AS PROJECT CONNECT, WE WON'T JUST HAVE ONE SET OF CRITERIA THAT WE USE WHEN WE LOOK AT EVALUATION, AND WHEN WE SCORE SOLICITATIONS.

IT WILL BE BASED ON WHAT'S IMPORTANCE FOR THAT PARTICULAR SOLICITATION OF THAT PARTICULAR PROJECT.

AND THERE MAY BE SITUATIONS WHERE WE HAVE SOLE SOURCING, AND WE MAY EVEN HAVE SITUATIONS WHERE WE HAVE COMMUNITY MEMBERS WHO WANT TO SUBMIT UNSOLICITED PROPOSALS.

SO THE POLICY AND THE GUIDELINES ALLOW ALL OF THOSE THINGS.

AND THEN A BIG THING IS IT ALIGNS WITH OUR DEI POLICY, WHAT COURTNEY AND HER TEAM ARE DOING.

NEXT SLIDE, PLEASE.

AND SO WHEN YOU LOOK AT SOME OF THE OBJECTIVES BEHIND THE POLICY AND THE GUIDELINES, IS, ONE, YOU WANT TO PROVIDE FOR PUBLIC CONFIDENCE.

LET THE PUBLIC KNOW THAT WE ARE GOOD STEWARDS OF PUBLIC FUNDS.

WE ARE LOOKING OUT FOR YOUR BEST INTERESTS.

WE WANT TO LET THE PUBLIC KNOW THAT WE WILL DO THINGS THAT ARE FAIR AND EQUITABLE ACROSS THE BOARD, WITH ANYONE WHO IS DOING BUSINESS WITH ATP.

AND THAT THERE'S FULL AND OPEN COMPETITION, WHICH IS A BIG, BIG THING WHEN YOU'RE DEALING WITH FEDERAL DOLLARS, THAT WE HAVE FULL AND OPEN COMPETITION AND WE GIVE OPPORTUNITIES TO EVERYONE.

AND THE BIG THING IS THAT IT CREATES AN ENVIRONMENT OF ACCOUNTABILITY, AND TRANSPARENCY ACROSS THE BOARD.

NEXT SLIDE, PLEASE.

AND AGAIN, WHEN WE'RE WORKING WITH DEI, WE START AT THE VERY BEGINNING, FROM THE MINUTE THAT WE RECEIVE A REQUISITION FOR PROCUREMENT, WE GET OUR DEI DEPARTMENT INVOLVED.

WE START THE GOAL SETTING PROCESS, WE START LOOKING AT HOW WE REACH OUT AND HOW WE COMMUNICATE THAT INFORMATION.

AND IT CONTINUES ALL THE WAY THROUGH THE PHASE WHEN WE'RE GETTING INVOICES IN EVERY MONTH, WE'RE LOOKING AT HOW THEY'VE PAID THEIR SUBCONTRACTORS.

WE'RE TRACKING THAT INFORMATION, WE'RE COMMUNICATING ACROSS THE BOARD THROUGHOUT THE ENTIRE LIFE CYCLE OF THE CONTRACT, THE PROCUREMENT AND DEI DEPARTMENT ARE A PARTNERSHIP.

NEXT SLIDE, PLEASE.

AND THAT IS ALL I HAVE.

I AM HAPPY TO ANSWER ANY QUESTIONS ABOUT THE POLICY TODAY THAT YOU MAY HAVE.

>> THANK YOU, MS. RODERICK.

WHO WANTS TO I'M SURE YOU'LL HAVE QUESTIONS.

[LAUGHTER].

>> NO QUESTIONS?

I KNOW YOU REALLY LIKE PROCUREMENT.

>> I LOVE PROCUREMENT.

I DREAM ABOUT IT AT NIGHT.

NO, NO.

ANYWAY, GREAT WORK, VICKY, THIS IS GREAT, HAVING THIS TYPE OF PROCUREMENT POLICY IS REALLY IMPORTANT FOR THE MARKET.

YOU KNOW, NOT JUST THE COMMUNITY, WHICH IS VERY IMPORTANT, BUT TO THE CONTRACTORS, AND PEOPLE THAT WILL BE BIDDING ON OUR PROJECTS.

TWO WORDS THAT JUMP OUT THAT I LOVE TO SEE IS INNOVATION AND FLEXIBILITY.

AND FLEXIBILITY IS KEY, BECAUSE I LIKE TO THINK THAT WE NEED TO BESPOKE THE PROCUREMENT TO THE ACTUAL PROJECT THAT WE'RE DELIVERING.

AND THAT HAS TO BE BASED ON INPUT FROM THE MARKET AND THINGS LIKE THAT SO WE'RE NOT BEING RIGID LIKE THAT.

SO I THINK IT'S GREAT.

AND KUDOS TO YOU AND YOUR TEAM FOR PUTTING THIS TOGETHER.

THANK YOU.

>> THANK YOU.

>> I KNOW IN ANOTHER UPDATE YOU'VE GIVEN US, YOU MENTIONED THAT THIS WAS REVIEWED BY OUR REGION 6 ALSO.

MY QUESTION IS, IN THEIR REVIEW, I KNOW THEY PROBABLY CAME UP WITH SAYING THIS IS EVERYTHING IN COMPLIANCE, IT LOOKS GOOD, THIS WILL PAST THE FTA'S GUIDELINES AS WELL.

SO ANY OTHER SALIENT THINGS THAT CAME FROM THAT REVIEW FROM THEM?

>> NO.

WHAT THEY DID IS THEY LOOKED AT IT, AND THEY LOOKED AT THEIR PROCUREMENT SYSTEM REVIEW WHICH THERE'S LIKE 63 ELEMENTS IN THERE THAT GOES THROUGH ALL OF THE THINGS THAT THEY LOOK AT.

SO LOOKING AT OUR POLICY, THEY FELT IT COVERED ALL 63 ELEMENTS OF THAT PROCUREMENT SYSTEM REVIEW.

AND WHILE THEY DIDN'T SAY YEAH IT MEETS, THEY SAID YES, IT APPEARS TO MEET ALL OF THE GUIDELINES.

>> GREAT.

THANK YOU.

ANYBODY ELSE HAVE ANY QUESTIONS?

MAYOR ADLER.

>> MAYOR ADLER: JUST TO STATE IT PARENTHETICALLY, GREAT POLICY.

THANK YOU FOR PUTTING IT TOGETHER.

>> THANK YOU.

>> MAYOR ADLER: REAL IMPORTANT OBVIOUSLY.

ONE OF OUR FUNCTIONS ASSIGNED TO US, I THINK, BY THE ILA, THE CONVERSATION WE JUST HAD.

I THINK THAT THERE'S A HOPE AND EXPECTATION IN THE COMMUNITY, AND IT WAS PART OF THE CAMPAIGN, THAT THE PROCUREMENTS ASSOCIATED WITH THIS SIZE PROJECT WOULD REALLY HELP FURTHER OUR EQUITY GOALS IN THE CITY.

WHICH IS ONE OF OUR SIGNIFICANT CHALLENGES.

SO TO HAVE A JOB PROGRAM LIKE THIS, TO HAVE A PROCUREMENT PROGRAM LIKE THIS IS A REALLY VALUABLE TOOL OF BEING ABLE TO DELIVER THAT, IF THERE'S A REALLY DELIBERATE FOCUS ON IT.

AND FROM EVERYTHING, THE CONVERSATIONS WE'VE HAD, I KNOW THAT'S GOING TO HAPPEN.

BUT THE OPPORTUNITY TO BUILD IN APPRENTICESHIPS, THE OPPORTUNITY TO GIVE PEOPLE EXTRA CREDIT IN PROCUREMENT PROCESSES, FOR HELPING USE THIS AS A TOOL TO BRING GREATER ACCESS AND OPPORTUNITY TO THE COMMUNITY IS SOMETHING THAT I'LL BE LOOKING FOR, AS YOU BRING US CONTRACTS.

SO I REALLY APPRECIATE THE REAL ATTENTION ON THAT.

THANK YOU.

>> WELL, THANK YOU.

I WOULD JUST LIKE TO SAY, THIS WAS DEFINITELY A TEAM EFFORT, FROM EVERYBODY FROM OUR LEGAL TEAM, FROM OUR PROCUREMENT STAFF, DEI.

I MEAN, DIANE GREGG, I MEAN, EVERYBODY CONTRIBUTED TO THIS AND EVERYBODY HAD FEEDBACK.

SO IT WAS DEFINITELY A TEAM EFFORT.

THAT WE ALL WORKED ON, AND THAT WE'RE ALL PRETTY PROUD OF AND HOPING TO GET IT ADOPTED AND START THE ACTUAL WORK OF PROCUREMENTS.

>> THANK YOU.

I ALSO KNOW ANOTHER THAT IT'S IMPORTANT FOR US TO KNOW HAVING OUR OWN PROCUREMENT POLICY ALLOWS US NOW TO START LETTING GO OF SOME OF THOSE PROCUREMENT EFFORTS THAT HAS LED THE WAY, IN GETTING GIVING US A HEAD START.

NOW IT'S OUR OPPORTUNITY TO HAVE OUR OWN CONTRACTS.

SO THINGS ARE GETTING REAL.

AND THIS IS ONE BIG STEP OF GETTING THINGS REAL.

SO I APPRECIATE THE HARD WORK.

AND WITH THAT, IF THERE'S NO FURTHER DISCUSSION, OR QUESTIONS, COMMENTS, I'D LIKE TO INVITE SOMEONE TO MAKE A MOTION TO APPROVE.

>> SO MOVE, MADAM CHAIR.

>> THANK YOU, DR. BURNET.

MOVE TO APPROVE.

SECOND?

MAYOR ADLER SECOND.

EVERYONE PLEASE SAY AYE IF APPROVAL.

>> AYE.

>> ANY NAYS?

NO NAYS.

THANK YOU.

I APPRECIATE IT.

AND IT'S PASSED UNANIMOUSLY.

THANK YOU, MA'AM.

>> THANK YOU.

WE'RE EXCITED.

>> SO NOW WE'RE MOVING ON TO OUR ACTION ITEM NUMBER 4.

AND WITH US WE HAVE THE ADOPTION OF AN INTERIM DISADVANTAGED BUSINESS ENTERPRISE, OUR DBE GOAL.

WE HAVE A PRESENTATION FROM OUR DIRECTOR IN EQUITY.

AND DBE, MISS CHAVEZ.

>> GOOD AFTERNOON, EVERYONE.

>> GOOD AFTERNOON.

>> CAN YOU GO TO THE NEXT SLIDE.

SORRY, BACK ONE.

I APOLOGIZE.

OKAY.

THANK YOU.

SO THIS IS TO REORIENT US BACK INTO WHAT WE WERE TALKING ABOUT WITH THE DBE GOALS.

WE'RE GETTING REAL WITH THE DBE PROGRAM AS WELL IN THE FIRST STEP THAT WE NEED TO TAKE.

THE DBE PROGRAM ITSELF IS BASED IN CODE REGULATIONS FOR PART 26, AND SO TECHNICALLY, ALL OF OUR REQUIREMENTS IN HOW WE BUILD OUT THE DBE PROGRAM ARE LAID OUT IN THAT CFR, AS OUR COMPLIANCE NEEDS.

NEXT SLIDE.

WHEN WE'RE TALKING IN THE DBE PROGRAM, WE ARE REFERRING TO THINGS AS RACE CONSCIOUS AND RACE NEUTRAL.

SO WHEN WE SAY RACE CONSCIOUS, WE ARE SPEAKING TO WHAT WE DO FOR CERTIFIED DBES DIRECTLY, HOW WE SET CONTRACT GOALS ON INDIVIDUAL PROCUREMENTS.

SO WHEN VICKY WAS TALKING ABOUT THE PRESOLICITATION STAGE, THAT'S WHERE WE'RE DOING THE EVALUATION TO SEE WHETHER WE CAN SET A RACE CONSCIOUS GOAL ON THAT PROJECT.

RACE NEUTRAL IS THE LARGER SCOPE OF THE PROGRAM.

WHICH IS LOOKING AT ALL SMALL BUSINESSES, INCLUDING DBES.

NEXT SLIDE.

WHEN WE'RE SETTING THE GOALS, IT DOES NEED TO REFLECT ACTUAL AVAILABILITY AND PARTICIPATION.

IT NEEDS TO BE DEFENSIBLE WITH WHAT DBES EXIST IN OUR COMMUNITY.

AND THE OVERALL GOAL IS CALCULATION OF RACE CONSCIOUS AND RACE NEUTRAL TOGETHER.

NEXT SLIDE.

SO THE RESOLUTION IS ASKING YOU TO ADOPT AS AN INTERIM MEASURE THE 19% GOAL, WHICH IS 9% RACE CONSCIOUS AND 10% RACE NEUTRAL.

THIS IS THE FIRST STEP WE NEED TO DO TO ALLOW US AS AN AGENCY TO SET RACE CONSCIOUS GOALS.

IT IS OUR STARTING POINT.

THE NEXT STEPS AFTER THIS ARE TO EVALUATE OUR OWN CONTRACTS, OUR OWN DIRECTION, WHERE WE'RE HEADING WITH THE PROGRAM, SO THAT WE CAN CREATE OUR OWN ATP SPECIFIC GOAL.

SO WE HAVE THE TIMELINE OF THAT PLAN UP FOR YOU ALL TODAY, THAT THIS IS STEP 1, AND HOPEFULLY TODAY WE DO APPROVE IT.

STEP 2, WE'RE STARTING DISPARITY AND AVAILABILITY STUDIES AND WE SHOULD HAVE OUR ATP SPECIFIC GOAL FOR YOU BACK IN OR IN THE SUMMER OF 2022.

NEXT SLIDE.

IN YOUR PACKETS YOU HAD ADDITIONAL INFORMATION ON HOW CAPMETRO SET THEIR GOAL TO GET TO THE 19% TO GIVE YOU A LITTLE BIT MORE INFORMATION.

THEIR STEP 1 WAS TO IDENTIFY THE BASE FIGURE WHICH IS HOW THEY WENT THROUGH THE PROCESS OF NEICS CODES, LOOKING AT AVAILABILITY, LOOKING AT OVERALL FIRMS AND MULTIPLYING BY THE WEIGHT OF THE PROJECT ITSELF.

NEXT SLIDE.

AND THEN THEY ADJUSTED THAT BASE FIGURE WITH THE RACE NEUTRAL PORTION TO REACH THE FULL 19% EVALUATION.

I BELIEVE THAT'S MY LAST SLIDE.

OKAY.

I KNOW THAT WAS A QUICK REVIEW OF GOALS AND GOAL SETTING.

ARE THERE QUESTIONS?

>> THANK YOU, MISS CHAVEZ.

QUESTIONS?

DR. BURNET?

>> YES.

COULD YOU JUST EXPAND UPON WHAT WE MEAN BY INTERIM?

>> YES.

AND SO INTERIM MEANS, AS A NEW ORGANIZATION, WE DON'T HAVE PAST HISTORY TO RELY ON IN ORDER TO SHOW WHAT WE'VE DONE BEFORE TO CREATE A GOAL.

SO THE FIRST STEP THAT WE TAKE IS TO LOOK AT SIMILARLY SITUATED TRANSIT AGENCIES NEAR US AND IN OUR REGION TO USE THAT AS A GOAL AS A STARTING POINT.

ALL THAT DOES IS REALLY GIVE ME THE AUTHORITY TO SET RACE CONSCIOUS GOALS ON OUR OWN PROCUREMENTS.

THEN FROM THERE, WE CAN DO OUR OWN EVALUATION, AND SO THAT MEANS THAT AS WE ARE PROCURING OVER THIS NEXT YEAR, WE'RE GOING TO BE DEVELOPING OUR HISTORY.

WE'RE GOING TO BE SEEING WHERE WE'RE GOING TO GO.

AND WE'RE GOING TO BE CREATING OUR SCHEDULE THAT WILL ALLOW US TO BRING IN THE NEICS CODE IN ORDER TO SHIFT THE GOAL INTO WHAT WE NEED IT TO BE.

>> THANK YOU FOR DOING THAT.

I JUST WANTED TO BE SURE THE BOARD WAS CLEAR ON WHAT WE MEAN BY INTERIM AND THAT WE'LL COME BACK WITH MORE DEFINITIVE AS WE MOVE FORWARD.

SO IT'S NOT SOMETHING THAT WE'RE STICKING TO, BECAUSE WE DON'T HAVE OUR OWN HISTORY.

SO WE WANT TO BUILD OUR OWN HISTORY.

I WANT TO CONTINUE TO EMPHASIZE WE WANT TO BE ABOVE AND BEYOND, NOT SETTLE WITH JUST WHAT THE FEDERAL GOVERNMENT I SHOULDN'T SAY SETTLE, BUT JUST SETTLE WITH WHERE THE BENCHMARK IS.

OUR BENCHMARK SHOULD BE ABOVE THAT.

>> TO GIVE YOU ADDITIONAL STEPS WE'RE REQUIRED TO REPORT OUT SEMIANNUALLY, EVERY SIX MONTHS WE REPORT THE OUTCOMES, RACE CONSCIOUS, RACE NEUTRAL.

THAT WILL BE AN ONGOING PROCESS.

BECAUSE OF THE NATURE OF THE PROJECT ITSELF, WE'LL BE REEVALUATING WHETHER WE'RE RIGHT ON OUR GOAL, PROBABLY ON AN ANNUAL BASIS IS WHAT I'M EXPECTING.

>> MM HMM.

THANK YOU FOR THAT CLARIFICATION, DR. BURNET.

THANK YOU.

ANY OTHER QUESTIONS?

YES?

>> I KEEP DOING THAT.

I'LL JUST CLARIFY, NOW THAT WE HAVE JUST PASSED OUR OWN ATP PROCUREMENT POLICIES AND GUIDELINES, THAT THEN CAN INFORM US, BECAUSE NOW THEN AT THIS POINT WE CAN START PROCURING THINGS, WE CAN START ISSUING OUR OWN PROCUREMENTS, WE CAN START HAVING OUR OWN CONTRACTS, MEANING THAT NOW YOU, MISS CHAVEZ, HAVE SOMETHING TO WORK OFF OF, WHICH IS WHY COME NEXT SUMMER YOU'LL HAVE A HISTORY FROM WHICH TO BASE THIS OFF OF AND REEVALUATE THAT NUMBER.

>> THAT'S CORRECT.

>> OKAY.

THANK YOU.

>> ANY MORE QUESTIONS?

COMMENTS?

ANYONE?

WELL, WITH THAT, I'D LIKE TO ASK FOR A MOTION TO APPROVE OUR ACTION ITEM, TO APPROVE THE INTERIM DISADVANTAGED BUSINESS ENTERPRISE.

CAN I PLEASE HAVE A MOTION?

SO [LAUGHING].

DO WE HAVE A MOTION TO APPROVE?

[LAUGHING].

>> WE WANT TO APPROVE.

>> WE WANT TO APPROVE.

>> NO, NO.

COULD I PLEASE HAVE A MOTION TO APPROVE?

>> SO MOVED.

>> THANK YOU.

AND DO I HAVE A SECOND?

YES, WE HAVE TWO SECONDS.

>> THREE SECONDS.

>> THREE SECONDS.

I THINK WE'RE EXCITED TO GET STARTED.

AND SO WITH THAT, PLEASE SAY AYE, EVERYONE IN FAVOR.

>> AYE.

>> AND AGAINST THIS POLICY?

NO ONE?

SO THERE'S NO NAYS.

AND IT PASSES.

THANK YOU SO MUCH.

>> TAKE YOUR PICK, CASEY, I'LL SECOND IT.

SO IT DOESN'T REALLY MATTER.

>> THANK YOU SO MUCH, MISS CHAVEZ.

[LAUGHTER]

[] 04:00PM.

[APPLAUSE].

IT DOES MAKE A DIFFERENCE TO BE IN PERSON, I HAVE TO SAY, GOING FROM ZOOM TO IN PERSON TO ZOOM TO IN PERSON, JUST THANK YOU EVERYONE FOR THE HARD WORK.

SO NOW WE'RE GOING TO MOVE ON TO OUR DISCUSSION ITEMS AND WE HAVE AN INFORMATION SESSION THAT WE POSTPONED FROM LAST TIME REGARDING OUR VEHICLES AND SYSTEMS.

MR. DAVE KUBICEK.

SO WELCOME, AND I ALSO WANT TO INTRODUCE MR. COUCH AGAIN.

>> YEAH.

WHAT I WANTED TO DO IS TO KIND OF DO A LEAD IN FOR DAVE.

HE WAS BEFORE THIS GROUP THREE OR FOUR MONTHS AGO AND TALKED ABOUT VEHICLES.

TODAY HE WILL GET INTO WHAT SOME OF US CALL GEEK OUTING IN TRANSIT BECAUSE HE'S GOING TO START TALKING ABOUT WHAT'S GOING TO BE THERE ON TRANSACTION POWER, WHAT WILL BE THERE ON SIGNALS AND ALL THE OTHER COMPONENTS THAT ARE REQUIRED WHEN YOU START TO GET INTO THE THINGS THAT ARE A LIGHT RAIL SYSTEM.

SO WITH THAT AS A REINTRODUCTION WE'RE FORTUNATE DAVE COMES TO US BY INITIALLY DART, LA, WASHINGTON, D.C., HOUSTON AND OF LATE WE STOLE HIM FROM NEW YORK.

>> WELCOME.

>> THANK YOU.

GOOD AFTERNOON MADAM CHAIR AND THE ATP BOARD MEMBERS.

I'M DAVE KUBICEK, THE SENIOR DIRECTOR FOR SYSTEMS AND VEHICLES FOR ATP, IF WE COULD GO TO THE FIRST SLIDE, PLEASE.

WHILE A LOT OF THE FOCUS HAS BEEN AROUND NATURALLY THE CIVIL ELEMENTS AND WE'VE PATIENTLY BEEN WAITING OFF TO THE SIDE TO WATCH THEM ADDRESS ALIGNMENTS AND POSITIONING OF STATIONS AND EVERYTHING ELSE I WANTED TO BASE ON A FEW ITEMS OF WHAT WE'RE WORKING ON BEHIND THE SCENES.

THERE'S A HUGE UNDERCURRENT ON THE SYSTEM'S FOCUS FOR WHAT IT'S GOING TO TAKE FOR AUSTIN TRANSIT PARTNERSHIP TO PULL OFF IN SUPPORT OF [INDISCERNIBLE] BUT THE REQUIREMENTS THAT WE'LL TALK ABOUT LATER IN THE SLIDE.

ONE OF THE THINGS I WOULD ALSO SAY COMING IN HERE, OUR THEMES ARE ABOUT BEING SAFE.

WE ARE TALKING ABOUT A REGIONAL PRESENCE THAT'S EXPANDING, THAT'S VERY IMPRESSIVE.

THEY'VE GOT TO BE VERY RELIABLE IN THIS ENVIRONMENT AND EVERYTHING ELSE.

THAT'S GOING TO BE VERY KEY WITH THE STAFF AND THE AMOUNT OF WORK THAT HAS TO TAKE PLACE AND WE HAVE TO BE RESILIENT.

THINGS HAPPEN.

THEY HAPPEN OUTSIDE OF OUR CONTROL AND A LOT OF OTHERS AND EVERYTHING ELSE.

IT'S THE CONSCIOUS EFFORT GOING INTO THAT AND MAKING SURE THAT THE SYSTEMS THAT WE'RE PROVIDING AND PUTTING TOGETHER AND INTEGRATING WORK TOGETHER AS A UNIT.

ALSO POSITIONING OUR STAFF TO GIVING THEM THE BEST RESOURCES POSSIBLE TO BE ABLE TO DELIVER THAT SERVICE DAY IN AND DAY OUT.

IT'S GOING TO BE VERY CRITICAL ON OUR PART.

SO JUST SOME THEMES OF OUR BUSINESS OF WHAT WE'RE TALKING ABOUT BEHIND THE SCENES AND IT'S NOT JUST WITH MY TEAM, BUT ALSO THE OTHER FOLKS THAT WE INTERFACE WITH, ALSO WITH OUR CONTRACTORS, VENDORS, CONSULTING SERVICES, ANYTHING ELSE.

THESE ARE MESSAGES THAT WE'RE SENDING OUT THAT THIS IS THE EXPECTATION THAT WE'RE UNDERTAKING FOR OUR PROJECT.

SOME SYSTEM ELEMENTS THAT WE'VE GOT NOTED HERE, THERE'S A LOT MORE BY THE WAY BUT WE JUST PICKED OUT SOME HIGH LEVEL ONES.

THE COMMUNICATIONS ONE WE HAVE ANOTHER SLIDE WHEN WE GET TO IT.

WE'LL BREAK IT DOWN A LITTLE BIT MORE AT A VERY HIGH LEVEL.

COMMUNICATIONS BASED TRAIN CONTROL.

WE WANTED TO TALK ABOUT THIS A LITTLE BIT.

THIS IS HOW WE MOVE OUR TRAINS PRETTY MUCH, BUT ITS APPLICATION IS ABOUT NOT ONLY THE MAIN LINE BUT HOW WE OPERATE UNDERGROUND, AERIAL, HOW WE OPERATE IN A SHOP, HOW WE OPERATE IN OUR YARD.

IT'S A UNIFORM PLATFORM THAT WE'LL BE WORKING WITH ACROSS THE BOARD.

ALSO ITS SELECTION AND AGE AND TECHNOLOGY LIFE CYCLE AS TRAIN CONTROL ADVANCES AND EVERYTHING ELSE, IT'S THE RIGHT APPLICATION.

WE'RE GETTING A LOT OF GOOD FEEDBACK FOR US MAKING THAT COMMITMENT AND IT'S GOING TO GIVE US A LOT OF FEATURES THAT A TRADITIONAL TRAIN CONTROL SYSTEM WON'T BE ABLE TO PROVIDE.

FOR EXAMPLE ROADWAY WORK AND PROTECTION AND SAFETY OF OUR WORKERS OUT THERE.

IT'S NOT ONLY ABOUT THE REVENUE ENVIRONMENT, BUT IT'S ALSO ABOUT THE MAINTENANCE AND SUSTAINABILITY OF THE SYSTEM.

WE'LL TALK ABOUT POWER A LITTLE BIT.

WE BREAK IT DOWN INTO TWO BUCKETS.

IT'S REALLY ABOUT THE TRACTION EFFORT AND POWER THAT MAKES THE TRAINS GO, WHETHER WE'RE RECHARGING THEM OR WORKING ONLINE.

WITH THAT THAT'S WHAT WE NEED TO GO MOVE FORWARD WITH.

ALSO IS UTILITY POWER, THAT'S LIKE POWER TO YOUR STATIONS, TO YOUR FACILITIES AND EVERYTHING ELSE.

AS WE WORK WITH AUSTIN ENERGY AND OTHER KEY STAKEHOLDERS AROUND DESIGN AND EVERYTHING ELSE, THESE SYSTEMS HAVE TO BE VERY RESILIENT, VERY ROBUST AND GRID MANAGEMENT, ANOTHER THING WILL BE VERY ON OUR PART ESPECIALLY WHEN WE START GETTING INTO CATEGORY AND AREA AND SEEING WHAT THE INDUSTRY CAN SUPPORT.

WE ARE TALKING ABOUT TAKING A PIECE OF EQUIPMENT OVER A LONGER DURATION.

WHEN IT FINALLY ARRIVES TO ITS DESTINATION IT WILL NEED POWER AT SOME POINT IN TIME SO WE NEED TO BE ABLE TO WORK VERY CLOSELY WITH OUR PARTNERS ON THIS AS WELL.

TUNNELS AND STATIONS AND SYSTEMS VERY COMPLEX AND WE KIND OF HAVE A CROSS CUT TO GIVE AN IDEA.

JUST SOME VISUALIZATION ELEMENTS OF THE THINGS THAT ARE TAKING PLACE.

IT'S KIND OF THE SAME WHETHER IT'S HAPPENING ABOVE GROUND.

IT'S WHENEVER WE'RE IN THIS TUNNEL IT'S MORE COZY AND MORE CONFINED AND IT HAS TO BE VERY ACCURATE BECAUSE TUNNELS AND EVERYTHING ELSE IS SOMETHING ELSE.

IT'S SOMETHING THAT'S SERVICE PROVEN TECHNOLOGY THAT IS USED GLOBALLY HERE IN THE STATES AND MEETS ALL OUR CODES AND REGULATIONS.

MAINTENANCE FACILITY SYSTEMS, THE REASON WHY WE BRING THIS UP IS BECAUSE OUR MAINTENANCE YARDS AND EVERYTHING ELSE ARE KIND OF LIKE A CONDENSED VERSION OF THE OVERALL SYSTEMS.

THAT'S WHERE WE RECOVER THINGS, WHERE WE SUSTAIN IT, THAT'S WHERE WE DEPLOY OUR STAFF AND EVERYTHING ELSE SO THERE'S A LOT OF SYSTEM ELEMENTS AND A LOT OF TIMES WHERE YOU'RE HOUSING A LOT OF YOUR KEY TECHNOLOGY AS WELL SO THERE'S A LOT OF HARDENING EFFORT THAT NEEDS TO TAKE PLACE SO YOU'RE KEEPING YOUR CORE SERVICES OUT IN THE FIELD GOING AS WELL.

CONTROL CENTERS, I WILL SAY THIS WILL BE A VERY EXCITING PROJECT BECAUSE OF THE CONTINUITY OF WHAT THE REGION BRINGS, THE TECHNOLOGY THAT WE'RE DELIVERING, AND THAT BASICALLY THE CONNECTIVITY THAT WE'RE LOOKING AND PUSHING OUR VENDORS AND SELVES ON TO SAY WHAT CAN WE DO THAT'S A LITTLE BIT DIFFERENT THAT IS VERY ROBUST AND GIVES US REALTIME INFORMATION NOT ONLY OF ABOUT THE SYSTEM, BUT ON THE BUSINESS SIDE HOW DO YOU CAPTURE ASSETS, WHAT'S THE CONDITION OF THAT ASSET, WHAT'S THE PERFORMANCE OF THAT TO REALLY FEED THE OVERALL BUSINESS MODEL PROCESS.

ANOTHER THING I WOULD SAY IS WE'VE ALREADY DEVELOPED IN MODELS, TAKEN SOME CIVIL DRAWINGS THAT HAVE BEEN GENERATED BY THE LINE TEAMS.

WE'RE LOOKING AT GRADIENTS AND ELEVATION.

WHY IS THAT IMPORTANT FOR US?

IF WE NEED CATENARY FREE THESE CARS HAVE TO GO UP THE HILL, THEY HAVE TO GO DOWN THE TUNNEL, SO WE'RE LOOKING AT MODELING.

IT'S ABOUT TRACK WORK.

TEMPERATURE, HEAT, AIR CONDITIONING LOADS, THOSE TYPE OF ELEMENTS THERE, SO FROM A SYSTEMS PERSPECTIVE WE'RE STARTING TO GRAVITATE AND TAKE ADVANTAGE OF SOME OF THE 15% INFORMATION AND AS WE GET OTHER INFORMATION FROM THE CIVIL SIDE WE'RE FEEDING IT IN AND WORKING ON IT ACCORDINGLY AND OUR CONTINUED DISCUSSION WITH TECHNOLOGY LEADERS NOT JUST STATE SIDE OR ABROAD.

THERE'S A LOT OF TECHNOLOGY WE'RE LOOK AT ABROAD AND WHAT THE BUSINESS COMMUNITY, WHAT THESE COMPANIES ARE GOING TO INVEST IN HERE STATEWIDE SIDE AND USING THIS PROJECT POTENTIALLY AS A LEVERAGE POINT TO BASICALLY START BRINGING THIS STUFF IN.

I WOULD ALSO KIND OF NOTE AS WE LOOK THROUGH THIS SINCE IT WAS BROUGHT UP IT'S ABOUT THE RISK ASSESSMENT.

AS WE LOOK AT THIS WE'RE THINKING OF RISK, THINKING OF VITALITY AND HOW DO YOU POTENTIALLY BUNDLE THESE THINGS TOGETHER TO DO PROCUREMENT STUFF.

WE GOT ANOTHER POINT THAT WE'LL TALK A LITTLE BIT ABOUT IT B IT'S NOT JUST ABOUT THE SYSTEM AS WELL, IT'S ABOUT THAT DELIVERY ELEMENT.

NEXT SLIDE, PLEASE.

SO WHEN WE TALK ABOUT COMMUNICATIONS, IN OUR WORLD THIS IS WHAT THIS MEANS.

IT REALLY HAS THREE MAIN THEMES.

IT'S VOICE, IT'S DATA, IT'S VIDEO.

AS YOU CAN SEE THERE'S ALREADY A TREMENDOUS AMOUNT OF INFRASTRUCTURE HERE ALREADY IN THE AUSTIN REGION, OKAY?

THESE SYSTEMS ARE VITAL, THESE SYSTEMS ARE WORKING RIGHT NOW, THESE SYSTEMS HAVE INVESTMENTS.

THE ATP PROJECT IS COMING IN AND ADDING MORE TECHNOLOGY, A LITTLE BIT MORE TECHNOLOGY AND WE HAVE TO MAKE SURE WE'RE RESILIENT AND DO VERY WELL WITH THIS.

THE TECHNOLOGY DEVICES LIKE CLOCKWISE MAYBE ABOUT 1:00 OR SO, WHAT CONNECT DO WE HAVE FOR OUR EMPLOYEES TO MANAGE AND MAINTAIN THE SYSTEM AND HOW DO THE SYSTEMS INTERFACE BECAUSE THERE ARE COMPUTER RAILS, BUS.

IT'S A CULMINATION OF ALL THESE THINGS COMMUNICATING AT THE FINGERTIPS.

THE OTHER THING WOULD BE THE EXPERIENCE ON OUR CUSTOMERS, MAKING SURE THAT OUR CUSTOMERS HAVE A LOT OF THESE INFORMATION AND STUFF AT THEIR FINGERTIPS AND THROUGHOUT.

AND THE REST OF THEM, I WOULD SAY SELF EXPLANATORY.

LIKE I SAID, WE JUST WANTED TO GIVE YOU A FRAMEWORK THAT AS WE'RE HAVING THIS NOT ONLY ARE WE FOCUSED JUST ON OUR PROJECT PROPER BUT WE'RE ALSO WORKING WITH THE OTHER REGIONAL STAKEHOLDERS AS WELL.

IT HAS TO MOVE IN UNISON.

THAT'S THE KEY OF OUR OVERALL SYSTEMS INTEGRATION.

AND IF WE DID NOTE FOR EXAMPLE THE AIRPORT.

WHEN WE OPERATE OUT THERE THERE'S ELECTROMAGNETIC INTERFERENCE, THERE'S TRAIN CONTROL THINGS, THERE'S PRECISION STOPPING, A LOT OF THINGS THAT WE HAVE TO WORK THROUGH AND PROVISION THROUGHOUT, AND WORKING AT THIS COMPLEXITY AND LEVEL OF THINGS WE THINK IS VERY IMPORTANT NOW BECAUSE IT WILL GIVE US A BETTER PRODUCT IN CASE WE DO MISS SOMETHING.

AND THAT'S SOMETHING WE'RE ALWAYS DOUBLE CHECKING AND PROVIDING FEEDBACK AND LOOKING AT THIS.

SO THIS IS JUST KIND AFTERNOON OVERALL VIEW OF WHAT COMMUNICATION MEANS IN OUR WORLD.

30% DESIGN, SOME AREAS OF FOCUS WHERE WE'RE REALLY GOING TO DIG IN EVEN MORE SO, THE FIRST ONE IS AGAIN WITH THIS COMMUNICATION BASED TRAIN CONTROL IT HAS TO INCIDENT FACE AND WORK WITH THE CITY SIGNALS.

SO THIS IS ANOTHER LEVEL THAT WE HAVE TO WORK IN SO IT'S NOT JUST ABOUT MAKING OUR TRAIN MOVEMENT BUT ALSO A GOOD PARTNER WORKING WITH THE CITY INTERFACE WITH THAT AT GRADE OPERATIONS.

THE CBTC WILL HAVE CERTAIN OPERATIONAL CHARACTERISTICS WHEN WE OPERATE BELOW GROUND.

IT WILL BE BASICALLY AN AUTOMATED SYSTEM.

THERE IS A LOT OF PRECISION STOPPING.

WHEN I SAY HITTING DOORS, THE SPOT WE NEED TO BE AT, NOT RUNNING INTO THEM, BUT TO CLARIFY THAT.

THE OTHER THING ARE CERTAIN REQUIREMENTS, BETWEEN CAR BARRIERS, AT ALL STATIONS AND SUCH.

SO IF WE DON'T HAVE A PLATFORM SCREENED DOOR, PARTICULARLY IF IT'S HOW THE PROJECT MOVES, THEN WE STILL HAVE TO STOP THE TRAIN AT A CERTAIN AREA SO THAT WAY WE REQUIRE WITH OTHER REQUIREMENTS AND STUFF.

SO THAT'S SOME OF THE LAYERS OF INTERACTION THAT WE'RE TALKING BEHIND THE SCENES WHEN WE HAVE THESE HIGH LEVEL BOXES WE ACTUALLY HAVE A WHOLE NEW UNDERCURRENT OF THEMES THAT WE'RE WORKING THROUGH TO MAKE SURE WE COVER THOSE SCENARIOS.

EMERGENCY RESPONDERS AND PROVISIONS. INTRODUCING A POLICE FORCE FOR CAP METRO PROPER BUT THEN IT'S ALL THE OTHER POLICE FORCES, FIRE DEPARTMENT, EMS, EVERYTHING ELSE.

HOW DO THOSE PROCESSES WORK NOT ONLY ABOVE GROUND BUT BELOW GROUND.

IT IS HAVE A SIZEABLE NETWORK UNDERGROUND HERE THAT'S VERY EXCITING.

IT'S STUFF THAT IS DONE ALL OVER THE WORLD.

WE'VE JUST GOT TO MAKE SURE THAT WE PROVISION IT RIGHT TO BE ABLE TO HANDLE THAT COMMUNICATIONS ACROSS THE BOARD TO PERFECTION.

IT HAS TO BE FLAWLESS EVERY TIME.

AND WE'RE THERE WILL BE A LOT OF ANALYZING WHERE OUR SIGNAL STRENGTHS ARE AT, PORTALS, BUILDINGS.

ONE OF THE THINGS THAT WAS KIND OF INTERESTING IS WHEN WE LOOK AT THIS COMMUNICATIONS BASED TRAIN CONTROL WE'RE LOOKING AT SOME OF THE ALIGNMENT TO SAY WHAT HAPPENS FIVE YEARS FROM NOW IF SOMEBODY BUILDS A 20, 30, 40 STORY BUILDING.

THAT IS A HUGE OBSTACLE IN YOUR COMMUNICATIONS SO WE'RE ALREADY TRYING TO PROVISION WHAT THE SYSTEM IS RIGHT NOW BUT AS THE CITY OF AUSTIN EXPANDS AND GROWS AND EVERYTHING ELSE, THE ADAPTABILITY OF THE SYSTEMS THAT WE'RE INTEGRATING HAS ABILITY TO BASICALLY BE UPGRADED.

A LITTLE BIT OUTSIDE OF OUR SPECTRUM BECAUSE WE DON'T BUILD BUILDINGS BUT WE DO HAVE TO COMMUNICATE AROUND THEM AND YOU GENERALLY CAN'T COMMUNICATE THROUGH THEM VERY WELL.

AGAIN, TRANSACTION POWER AND UTILITY NEEDS FOR SUSTAINED SERVICES, I THINK IT'S HOW WE MANAGE OUR GRID WITHIN OUR SERVICES PROPER, BUT ALSO HOW WE PARTNER WITH THE REGION AS WELL IS GOING TO BE VERY, VERY CRITICAL.

AGAIN, THIS IS GOING TO BE A 24/7 ENVIRONMENT EVEN THOUGH THE SERVICE HOURS OF THE WINDOW MIGHT BE A LITTLE BIT TIGHT OR A LITTLE BIT SHORTER, THERE'S GOING TO BE ACTIVITY AROUND THIS THING, AROUND THE CLOCK.

UTILITIES HAS GOT SWITCHING TIME, THEY HAVE THEIR MAINTENANCE NEEDS.

WHEN YOU TAKE POWER OFF THAT WAY THEY CAN WORK ON THEIR INFRASTRUCTURE.

WE HAVE TO BE ABLE TO TAKE OUR STUFF AND HOW DO WE ISOLATE THIS STUFF OUT.

THAT'S GOING TO BE VERY IMPORTANT AND PART OF THE DISCUSSIONS AS WE LOOK AT THIS AS WELL.

AND AGAIN THE METHODOLOGY, I BUCKET IT INTO WHAT VITAL AND WHAT IS NON VITAL.

THERE ARE CERTAIN SYSTEMS THAT WERE VITAL WHERE YOU'VE GOT CONTRACTORS THAT ARE BASICALLY YOU WANT THEM TO OWN THAT POTENTIAL LIABILITY.

IT'S THEIR TECHNOLOGY.

THEY WANT TO CERTIFY THEIR SYSTEM BUT IT HAS TO MEET THE FOLLOWING CHECKLIST.

YOU PAY FOR THE SERVICES, BUT WHEN WE TALK ABOUT THE LEVEL OF SOPHISTICATION THAT WE'RE BRINGING TO THIS AREA THOSE ARE AREAS THAT WE'RE GOING TO LOOK AT.

THE OTHER THING IS THE BUILDING.

WHERE ARE THEY AT IN THEIR DELIVERY MODEL.

TWO YEARS, THREE YEARS GOES BY LIKE THAT.

ON OUR PART WE HAVE TO LOOK AT WHERE THEY'RE AT AND OUR TECHNOLOGY AND WHERE THEY'RE AT IN THEIR WORKLOAD, WHAT KIND OF FEEDBACK ARE WE GETTING FROM THEM AND THAT'S SOME OF THE PRELIMINARY THINGS THAT WE'RE HAVING BEFORE WE GET INTO A LOT OF THESE FORMAL RFP PROCESSES AS WELL.

NEXT SLIDE.

THIS WAS TO GIVE YOU AN IDEA OF A CROSS SECTION OF A TUNNEL WHETHER IT'S TWIN BORE OR SINGLE BORE WE'RE REALLY KIND OF INDIFFERENT.

WE JUST KNOW THAT WE HAVE TO FIT SOME STUFF IN THERE.

A LOT OF TIMES THE FOCUS IS NATURALLY ON THE TRACK WORK AND THE REAL TRACK GOING THROUGH THIS.

WE HAVE THE ELEMENTS AND I'LL START AT 1:00 OR 2:00 AND WORK AROUND IT.

WE HAVE VENTILATION, YOU'VE GOT A LOT OF FIRE PROVISIONS AROUND THERE.

WE HAVE FIBER RINGS, CONNECTIVITY ON HOW WE'RE GOING TO BE COMMUNICATING THROUGH OUR NETWORK AND OTHER SERVICES AND STUFF.

WE HAVE DEFINITELY TRAIN CONTROL, VITAL TRAIN CONTROL WITH REDUNDANCY THAT'S THERE.

EMERGENCY WALKWAYS.

IF AN EVENT DOES HAPPEN YOU HAVE TO HAVE CLEARANCES FOR YOU TO EVACUATE PEOPLE PROPERLY AND SAFELY AND THERE'S REGULATIONS THAT WE FOLLOW WITH THAT.

THEN YOU HAVE A LOT OF COMMUNICATIONS.

CTCT IS SOMETHING WE'LL BE LOOKING AT IN CASE IT IS SOMETHING THAT'S ASKED.

CELL PHONE SERVICE DAY ONE IS ALL THROUGH THE UNDERGROUND.

THAT CONNECTIVITY IS SOMETHING THAT'S WORKING IN.

WE DON'T WANT TO TAKE THE PROVISION THAT WE SHOULD HAVE DONE THAT.

IT'S LIKE WE'RE PROVISIONING IT FROM DAY ONE SO THAT WE HAVE AN IDEA OF WHAT'S TAKING PLACE.

WE KIND OF CONTROL.

WE CAN WORK WITH THE MARKET TO SEE WHAT KIND OF INTEREST IS THERE.

BUT WE'LL HAVE A LOT OF STUFF UNDERGROUND THERE.

SO WITH THAT, THAT'S LIKE I SAID A VERY HIGH LEVEL DESCRIPTION OR CROSS CUT OF IT, AND LIKE I SAID, ALL OF THIS STUFF HAS TO BE ADHERE TO DIFFERENT MEANS AND LIKE I SAID, A LOT OF ELECTRICAL CONTROLS.

IF IT HAS A WIRE THAT GOES TO IT TO POWER IT OR GET A SIGNAL FEEDBACK WE'RE KIND OF INTERESTED FROM A SYSTEM PERSPECTIVE WORKING WITH OUR PARTNERS WHETHER IT'S THE LINE TEAM MANAGEMENT OR THE CONSULTANT SERVICES OR ANYTHING ELSE.

IT'S VERY IMPORTANT THAT EVERYBODY UNDERSTANDS INTEGRATION IS VERY KEY FOR US TO BE SUCCESSFUL.

SO NEXT SLIDE WE'LL TAPER OVER INTO VEHICLES.

WE DID HAVE, AS SCHEDULED ON APRIL 8th AND 9th WE HAD A NEW VEHICLE DAY THAT WAS ESTABLISHED.

WHAT THIS WAS WAS BASICALLY EIGHT OF THE LEADING CAR BUILDERS.

BASICALLY HAD AN OPPORTUNITY TO BASICALLY DO A PRESENTATION TO US OVER A COUPLE OF DAYS.

IT WAS KIND LIKE A GROUNDBREAKING MOMENT TO START THE FORMAL DIALOGUE.

EVEN THAT MUCH MORE.

BASICALLY IT WAS WHAT ARE YOU DOING NOW?

WHAT IS YOUR EQUIPMENT CAPABLE OF DOING IN 2029?

WHAT IS YOUR EQUIPMENT GOING TO BE CAPABLE OF DOING IN 2022, 2023, BUT WHERE ARE YOUR BUSINESS MODELS AND STUFF GOING?

WE'RE LOOKING FOR SAFE EQUIPMENT.

WE'RE LOOKING FOR RELIABLE EQUIPMENT.

WE'RE LOOKING FOR EQUIPMENT THAT WILL BE SUSTAINED.

WE'RE ALSO TRYING TO MAKE SURE SINCE THIS EQUIPMENT HAS A 30 YEAR LIFE CYCLE, YOU DON'T WANT TO NECESSARILY BUY SOMETHING THAT WILL BE AFTER THE FACT AND TAILORING OUT.

YOU JUST WASTED YOUR MONEY ON THAT INVESTMENT.

WE'RE LOOKING AT SOMETHING ON THE FRONT END OF WHAT THESE INDIVIDUALS ARE LOOKING AT BUILDING AND PROCURING.

BUT IT WAS A GREAT EVENT AND I'D ALSO SAY WE'RE PROBABLY IN REGULAR DIALOGUE WITH ONE OR TWO OF THEM EVERY WEEK.

IT'S A RECIPROCATING PROCESS ALL THE TIME AND WE START DISSECTING THINGS DOWN FURTHER AND FURTHER.

TALK ABOUT DOORS, AIR CONDITIONING, POWER, GRID MANAGEMENT, TRUCK DESIGN, SPEED.

A LOT OF DIFFERENT THINGS THAT ARE TAKING PLACE TO REALLY WORK THAT.

SO IF WE COULD GO TO THE NEXT SLIDE, PLEASE.

THIS IS ONE OF THE RENDERINGS OF STUFF THAT CAME UP AND PROVIDED WITH THE TRAIN.

I'LL TELL YOU I'M NOT A COLOR EXPERT OR NOR WILL I BE A FINAL DECISION MAKER ON THAT.

I WANT THAT THING TO RUN REALLY WELL.

THERE WILL BE A PROCESS THAT OTHERS WILL TAKE IT WILL BE A SLEEK PIECE OF EQUIPMENT.

WE THINK WE WILL HAVE AN LONGER CAR THAN AVERAGE.

WE THINK WE WILL BE 120, 130 FOOT CAR FOR A SINGLE UNIT BECAUSE OF THE BATTERY TECHNOLOGY, A LOT OF FEEDBACK THAT WE'RE GETTING FROM THE INDUSTRY AND EVERYTHING ELSE.

SO RIGHT OFF THE BAT IT WILL BE A LITTLE BIT DIFFERENT FROM YOUR TRADITIONAL 60 TO 100 FOOT PIECE OF EQUIPMENT.

SPEED, ONE OF THE THINGS THAT WE'LL LOOK AT, THE LOW FLOOR DESIGN WHICH THERE'S ANOTHER SLIDE THAT WE'LL TALK ABOUT THAT, BUT WE'RE LOOKING THE OUR OPERATING SPEED, OUR

MODELING, HOW FAST DO WE REALLY NEED TO GO VERSUS MAX SPEED BECAUSE IT'S REALLY ABOUT OUR OPERATING SPEED THROUGHOUT.

AGAIN, CATENARY FREE CAPABILITIES, CANNOT STRESS THAT ENOUGH.

THAT IS PROBABLY ONE OF OUR NUMBER ONE THAT IS OUR NUMBER ONE DISCUSSION WITH THIS CAR BUILDERS.

HOW FAR CAN WE GO WITH THE CAR WITHOUT SAYING ANY CATENARY END POWER IN SERVICE FOR THOSE SECTIONS BECAUSE THERE'S INVESTMENT IF YOU HAVE TO PUT A SUBSTATION SOMEWHERE THERE'S A CIVIL IMPACT, THERE'S AN OUTREACH THERE'S A UTILITIES DROP, THERE'S A LAND NEED.

IT'S JUST A CATALYST OF A LOT OF OTHER THINGS.

IT'S THE COST OF DOING BUSINESS. THE GOOD THING WITH US, WE'RE REALLY FOCUSING ON THE BATTERY TECHNOLOGY.

SOME PEOPLE MIGHT BRING UP SUPER CAPS AND EVERYTHING ELSE BUS THAT ONLY GETS YOU A VERY SHORT DISTANCE AND WHEN THEY'RE OUT THEY'RE DONE.

SO BATTERY SEEMS TO BE WHERE THE INDUSTRY IS AT.

WE'VE LOOKED AT OTHER TECHNOLOGIES.

YOU WILL HEAR PEOPLE TALK ABOUT HYDROGEN AND EVERYTHING ELSE.

THAT'S A LITTLE BIT OUT THERE.

MAYBE ANOTHER FEW DECADES IT MIGHT BE A LITTLE MORE ACTUAL FOR US IN THIS SETTING AND STUFF.

THERE ARE SOME SYSTEMS OUT THERE THAT ARE TESTING IT RIGHT NOW AND WORKING WITH IT BUT IT'S VERY CUTTING EDGE, VERY HEAVILY SUBSIDIZED AND THERE'S A LOT OF RISK AND STUFF THERE.

THERE'S SOME PROS AND CONS.

EVEN A WAY OF HOW TO GET HYDROGEN TO FUEL WHAT'S TAKING PLACE IT WOULD BE A WHOLE OTHER DISCUSSION THAT WE WOULD HAVE TO HAVE ON THAT.

BUT IT'S DEFINITELY SOMETHING THAT WE'RE RECOGNIZING.

THE OTHER THING IS ON THE BATTERY, ONE THING THAT'S VERY INTERESTING, IT'S REALLY THE RAIL CAR NOW IS ON GRID MANAGEMENT NOW.

USED TO YOU JUST PAN UP THE CAR, YOU WOULD GET ALL THE PRETTY MUCH UNLIMITED POWER AND RUN UP AND DOWN, UP AND DOWN.

NOW IF WE'RE IN THE AREAS WHERE WE DO NOT HAVE POWER TO FEED THAT, THAT CAR HAS TO HAVE THE SENSITIVITY TO SAY HOW MUCH AIR CONDITIONING POWER AM I USING?

WHAT IS MY PROPULSION REQUEST?

DOORS, EMERGENCY FEATURES AND EVERYTHING ELSE?

THE DEGRADATION OF THAT.

HOW DO YOU PRIORITIZE THAT?

SO AS WE TALK ABOUT OUR POWER GRID ON OUR INFRASTRUCTURE AND AS WE TALK ABOUT THE POWER GRID AND EVERYTHING IT'S INTERESTING.

BUT TO SHARE WITH YOU THE PRECISE LEVEL AND FOCUS THAT WE'RE REALLY TRYING TO APPLY HERE IS VERY IMPORTANT ON OUR PART.

CUSTOMER INFORMATION SYSTEMS AND TECHNOLOGY, YOU KNOW, IT'S ABOUT THE EXPERIENCE.

WHETHER IT'S INFRASTRUCTURE OR WHETHER IT'S ROLLING CAR.

ROLLING STOCK, I'M SORRY.

IT IS REALLY A MATTER OF WHAT CAN WE DO TO EMPOWER SOMEBODY'S USE OF THEIR PHONE OR THE EXPERIENCE AS YOU'RE WALKING THROUGH A STATION OR WHEREVER YOU'RE AT UTILIZING THE SERVICES.

WE KIND OF PUSHED THAT A LOT.

WE'VE ACTUALLY HAD SOME INTERESTING RESPONSE FROM INTERNATIONAL FIRMS THAT ARE DOING SOME PRETTY NEAT THINGS SO WE'LL KIND OF SEGMENT THAT'S THE EXCITING PART WHERE THE VEHICLE HAS A CERTAIN LEVEL BUT IT'S ALSO ABOUT THE INFRASTRUCTURE, THE STAGE AND EVERYTHING ELSE.

WE'RE BREAKING THIS INTO THIS TEAM AND WORKING INTO THE ENTIRE TEAM OF WHAT WE THINK CAN OR CANNOT BE DONE.

BUT THAT'S ONE OF THE THINGS, ESPECIALLY WHEN YOU THINK 2028, 2029 WHERE IS THE TECHNOLOGY REALLY GOING TO BE AT.

IT'S SOMETHING ELSE, SOMETHING ELSE.

I DID MENTION PLATFORM SCREEN DOORS.

PRECISION STOP IS ANOTHER THING THAT WE'LL WORK WITH CBTC TO MAKE SURE WE HIT THE MARK EVERY TIME.

NEXT SLIDE, PLEASE.

OKAY.

JUST WANTED TO SAY 100% LOW FLOOR INTERIOR.

THIS IS A PRIOR RENDERING.

WE WERE PERMITTED TO PUT A LITTLE COLOR, A LITTLE EXTRA COLORING AND STUFF IN IT AND I WANTED TO POINT OUT A FEW THINGS.

THE MARKET HAVE LIKE RAMPS AND SOME OF THEM HAVE SMALL STEPS.

WE'RE REALLY LOOKING TO TRY TO GET A CAR THAT IS 100% LOW FLOOR SO THAT WAY THERE'S NO TRANSITION POINT WHATSOEVER.

SO WE'RE EXTRA SENSITIVE TO THAT BECAUSE WHEN SOMEBODY SAYS I'VE GOT A 95% LOW FLOOR CAR, I'VE GOT A 90%, WHAT DOES THAT REALLY MEAN?

AND HOW ARE YOU WORKING YOUR NUMBERS?

BUT OUR EXPECTATION RIGHT NOW AND WE'LL SEE HOW THINGS ADVANCE, WHAT IS IN NETWORK OR COMING TO NORTH AMERICA THAT WE CAN FIND THAT GIVES YOU THAT LOW FLOOR EXPERIENCE THROUGHOUT?

IT WILL PROBABLY BE MULTI UNIT.

YOU CAN SEE AROUND THE DOORWAYS WE HAVE LIGHTS AND STUFF.

INTERLINE IS WHERE THE ORANGE AND BLUE LINE, THEY KIND OF SHARE THAT.

YOU KIND OF WANT TO KNOW WHERE YOU'RE AT.

YOU MIGHT NOT KNOW SO COLORS AND THEN THE OTHER COMMUNICATION OUTREACH WILL BE VERY IMPORTANT ON THE OTHER SYSTEMS THAT WE WORK.

YOU CAN IMAGINE ORANGE OR IF IT'S BLUE THEN WE MIGHT HAVE SOME TYPE OF BLUE ACCENT NOT ONLY ON THE INSIDE BUT ON THE OUTSIDE.

INTERIOR SCREENS, YOU KNOW, THERE'S TALK AND LOOK OF HOLLOW GRAMS, PLIABLE SCREENS.

THIS IS A VERY TRADITIONAL INFRASTRUCTURE.

SOME OF THE THINGS WE'RE SEEING OUT OF EUROPE AND THE ASIAN MARKET, IT'S STILL A RAIL CAR BUT THERE ARE SOME NEAT THINGS WE'LL BE OPEN TO.

WE'RE ALSO TAKING A BIG LOOK AT OUR WINDOWS AND WHAT WE CAN DO AS FAR AS PUTTING INFORMATION IN THE WINDOWS, BUT ALSO THE ABILITY TO DO LIKE AN AUTO TINT TO HELP US WITH OUR HEAT MANAGEMENT TO HELP WITH OUR ELECTRICITY.

THOSE ARE THE TYPE OF TECHNOLOGY THINGS THAT WE'RE PRESSING ON AROUND OUR ROLLING STOCK.

NATURALLY ONE OF THE BIGGEST THINGS ALSO WILL BE JUST ABOUT ACCESSIBILITY.

IT A MATTER OF BEING ABLE TO MOVE IN AND OUT OF THAT PIECE OF EQUIPMENT AS FREELY AS POSSIBLE.

HOW THAT'S IDENTIFIED, HOW THAT'S ADOPTED.

NATURALLY WE'VE GOT BICYCLES, WE'LL HAVE A LOT OF LUGGAGE.

THERE WILL BE A LOT OF OTHER THINGS THAT ARE MOVING IN AND OUT OF THIS PIECE OF EQUIPMENT SO HOW DO WE FIT ALL OF THIS IN THERE TO SATISFY ALL THE NEEDS.

IT WILL BE A VERY, VERY DIKE PROCESS.

AND GO NEXT SLIDE, PLEASE.

AND JUST SOME KEY ITEMS.

WE'RE ON TARGET TO BASICALLY ADVERTISE THE FIRST AND SECOND QUARTER OF CALENDAR YEAR 2022.

IT'S RIGHT AROUND THE CORNER FOR US.

WE HAVE A LOT OF TECHNICAL STUFF THAT WE'RE WORKING ON.

WE'RE VERY APPRECIATIVE THAT YOU HAVE OUR PROCUREMENT DEPARTMENT APPROVED.

[LAUGHTER].

YOU HAVE NO IDEA HOW APPRECIATIVE I AM PERSONALLY.

SO WE'VE GOT A LOT OF WORK TO DO THERE.

SOME DATES TO THINK ABOUT IS POTENTIALLY IN CALENDAR YEAR 26 WE COULD HAVE A LIGHT RAIL CAR HERE IN AUSTIN TO MEET THIS SCHEDULE BECAUSE WE NEED THAT INITIAL PIECE OF EQUIPMENT HERE TO BE ABLE TO OPERATE, TEST, RUN, TO START INTERFACING.

THERE'S A LOT OF OTHER THINGS THAT HAVE TO TAKE PLACE.

IT SOUNDS LIKE A LONG TIME AWAY BUT IT SNEAKS UP ON US VERY, VERY FAST.

AND ON OUR PART IT'S WORKING WITH THE VENDORS RIGHT NOW TO LOOK AT WHAT IS THEIR AVAILABILITY AND THEIR PRODUCTION LINES?

WHAT ARE THEY PRODUCING GLOBALLY?

THEY'VE SHRUNK THEIR MARKET.

THEY'RE VERY SPECIFIC.

AUSTIN IS COMING OUT WITH A VERY INTERESTING CAR DESIGN.

IT SEEMS TO APPEAL TO A LOT OF FOLKS, BUT WHAT CAN BE TRANSFERRED OVER TO THE STATE THAT MEETS BY AMERICA THAT MEETS ALL THE REQUIREMENTS AND STUFF AN INVESTMENT ON THEIR PART SO THAT'S WHY OUR ACTIVITY HAS BEEN TO BE AGGRESSIVE ON THE RFP PROCESS WILL BE ABOUT A YEAR OR YEAR PLUS TO NEGOTIATE ALL THAT.

BUT AGAIN THE TWO BIGGEST AREAS OF THAT IS REALLY ABOUT THE POWER GRID MANAGEMENT, WHAT WE CAN OR CANNOT DO, WHAT CAN THE INDUSTRY MANAGE AT THAT SOMETIME.

AND WE'RE ALSO CHALLENGING THEM WHENEVER WE GO INTO REVENUE SERVICE THE ADAPTABILITY OF THE BATTERY PACKS WHAT WOULD BE THE NEXT GENERATION BECAUSE WE DON'T WANT TO WHOLESALE CHANGE OUT OR BE STUCK WITH ONE PRODUCT.

WE VIEW THE PROPULSION PRODUCTS AS PRETTY TABLE, BUT IT'S ALL ABOUT THE ONBOARD ENERGY MANAGEMENT THAT WE'RE LOOKING AT RIGHT NOW.

SO THANK YOU FOR THE TIME.

AND I'M OPEN FOR ANY QUESTIONS.

>> THAT WAS WONDERFUL.

DO WE HAVE ANY QUESTIONS?

>> YES, SOME QUESTIONS.

FIR OF ALL, A HUGE THANK YOU.

I THINK THIS IS PROBABLY THE MOST EXCITING PRESENTATION OF THE DAY.

THIS IS REALLY GOOD.

IT'S REAL.

WE CAN SORT OF VISUALIZE WHAT THE INFRASTRUCTURE WILL LOOK LIKE.

I WANT TO JUST THANK YOU FOR THIS, ASK THAT YOU JUST KEEP WORKING WITH THE CITY TEAM.

FOR A NUMBER OF REASONS.

AND ONE IS SO THAT WE CAN LEVERAGE THE WORK THAT YOU'RE DOING WITH CONNECTIVITY AND DATA SO THAT WE CAN INTEGRATE THE TECHNOLOGY IN YOUR VEHICLES INTO OUR OWN MOBILITY NETWORK AND SO THAT YOUR TRANSIT VEHICLES OPERATING IN THE RIGHT OF WAY CAN OPERATE SAFELY AND EFFICIENTLY.

I KNOW THAT YOU TALKED ABOUT YOUR PROCUREMENT SCHEDULE.

IT WILL BE REAL IMPORTANT SO THAT WE TAKE INTO CONSIDERATION AUSTIN ENERGY KIND OF BEING PART OF THAT AS WELL AS THE CITY TEAM.

THIS IS JUST SO EXCITING I THINK THAT YOU'RE GOING TO GET A LOT OF A LOT OF INTEREST HERE IN CENTRAL AUSTIN, CENTRAL TEXAS HASN'T SEEN ANYTHING LIKE THIS, BUT I 35 REALLY DONE A GREAT JOB OF PRESENTING ALL OF THIS TODAY.

>> THANK YOU VERY MUCH.

AND LIKE I SAID, WE HAVE BEEN STARTING TO TALK WITH UTILITIES, AUSTIN ENERGY, JUST A LITTLE BIT.

IT'S BEEN MORE SIMPLE.

BUT THE SYSTEMS FOLKS WE'RE STARTING TO INCH OUR WAY IN THERE A LITTLE BIT.

AND WE'LL DEFINITELY TAKE ADVANTAGE OF ANYBODY THAT WILL OPEN UP A DOOR FOR US TO GO TALK TO SOMEBODY.

>> THANK YOU.

>> THANK YOU VERY MUCH.

>> SO I DON'T HAVE A QUESTION, I HAVE A COMMENT.

I WOULDN'T CALL THIS THE MOST EXCITING PRESENTATION.

[LAUGHTER].

TO THE TRIFECTA, TO THE POWERFUL TRIFECTA THAT WILL HELP YOU PROCURE YOUR STUFF.

[LAUGHTER].

BUT IT WAS DEFINITELY AN AFFIRMING PRESENTATION THAT THIS IS VERY REAL.

I APPRECIATE IT, IT MAKES THE PROJECT REAL.

IT'S JUST LIKE THE OTHER PRESENTATIONS THAT DAVID JOHN GAVE US MAKES IT REAL.

I REALLY APPRECIATE THE FUTURE THINKING A LOT AS OPPOSED TO JUST THINKING THE TWO YEARS OUT, THREE YEARS AGO.

I DON'T KNOW WHAT CITY I WAS IN, BUT I TRAVEL INTERNATIONALLY PRE , ALL THIS THAT'S HAPPENING TO US NOW AND IT WAS SO STATE OF THE ART.

LIKE ON YOUR CELL PHONE WHEN IS THE NEXT TRAIN COMING.

AND OUR SYSTEMS HERE IN THE STATES, THE BIG ROBUST SYSTEMS LIKE DC AND LIKE NEW YORK FOR SURE ARE OLDER SO THEY DON'T HAVE THAT BEAUTY OF BEING SO CUTTING EDGE AND GROWING THE WAY WE WANT TO.

AND IT JUST COMPLIMENTS THE CITY OF AUSTIN FOR WHO WE ARE.

SO I REALLY APPRECIATED THAT PART.

I DIDN'T KNOW WHAT CATENARY MEANT.

I HAD TO GOOGLE IT.

NOW I'M AS SMART AS YOU ARE.

>> I APPRECIATE THAT.

>> NOW I'M AS SMART AS YOU ARE, YOU AND DAVE.

SO I APPRECIATE THE FUTURE THINKING AND I WANT TO CONTINUOUS TO THINK GLOBALLY JUST BECAUSE SO OPEN OURSELVES UP TO TRUE CUTTING, CUTTING EDGE TECHNOLOGIES HERE IN THE STATES AS WELL AS GLOBALLY.

SO I APPRECIATE THE PRESENTATION.

>> THANK YOU VERY MUCH.

>> AND I APPRECIATE THAT YOU'RE NOT THE COLOR PICKER OF THE DESIGN.

I APPRECIATE YOU SHARING THAT WITH US.

[LAUGHTER] THAT WAS REALLY GOOD.

I REALLY APPRECIATE IT.

>> I WANTED THAT DISCLAIMER OUT VERY EARLY.

>> THIS IS VERY EXCITING.

TONY?

>> I'M PROBABLY THE ONLY GEEK WHO KNEW WHAT CATENARY IS.

>> I DID TOO AND IT'S DELICIOUS.

LIKE CATENARY FREE, WOW?

>> THAT MIGHT BE A GOOD WORK FOR A CROSSWORD TO KNOW THAT IN THE "NEW YORK TIMES."

GREAT REPORT, DAVID.

APPRECIATE IT.

JUST A QUESTION ON YOUR KEY ITEM TIMELINE HERE.

ONE ITEM THAT'S NOT IN HERE THAT I'M ASSUMING IS GOING TO COME BETWEEN BULLET POINT ONE AND BULLET POINT TWO IS THE SELECTION OF THE PROCUREMENT METHOD FOR THE ROLLING STOCK AND WILL THE ROLLING STOCK BE INTEGRATED WITH THE SYSTEMS OR WILL THEY BE SEPARATE PROCUREMENTS?

SO I THINK THAT'S PRETTY IMPORTANT TO MAKE THAT DECISION AND AS EXECUTIVE DIRECTOR CLARKE MENTIONED THERE WILL BE AN ADVISOR COMING UP THAT I THINK WILL BE HELPING MAKE THAT DECISION, CERTAINLY THE BOARD MEMBERS WILL BE HAPPY TO SEE THE RECOMMENDATION AND HOW TO COMBINE IT AND HOW DO WE PROCURE IT.

>> I THINK WE TRIED TO COVER MAYBE IN THE ASSESSMENT PROCESS AND THAT WAS SINCE WE GOT THE SERVICES IN PLACE AND POTENTIAL BUNDLING AND EVERYTHING ELSE.

ONE OF THE THINGS WE'RE LOOKING AT IS WHAT DOES THE CAR ACQUISITION DO TO POSSIBLY OTHER SYSTEMS AND VICE VERSA AND DEPENDING ON THE SYSTEM IT MIGHT INTERFACE AND WORK WITH WE HAVE TO BE SENSITIVE TO THAT AS WELL.

SO THAT STRATEGY WILL BE VERY IMPORTANT.

>> IT ALL SOUNDS LIKE FOUR LETTERS, RISK.

AND RISK ISN'T A BAD THING.

IT'S JUST WE HAVE TO UNDERSTAND THE RISK THAT WE'RE TAKING ON AND WHAT DO WE LAY OFF AND ALL THAT.

>> THE MAIN THING TO US IS IT'S THE AWARENESS, THE FACT.

THIS IS WHAT THE SYSTEMS DO THIS IS HOW THEY WORK AND HOW THEY APPLY THEM TO WORK IN AUSTIN AROUND THIS TECHNOLOGY.

AND I THINK WITH THAT WORKING WITH OUR TEAMS AND THE WAY THAT WE'RE APPROACHING THAT WILL HELP MINIMIZE THAT RISK QUITE A BIT LUCKILY MR. COUCH AND JOHN AND THEM, THEY PUT UP WITH ME QUITE A BIT AROUND PACKAGING, PUTTING THINGS TOGETHER.

HOW DOES THIS SYSTEM INTERFACE WITH THAT AND AGAIN INTERFACING WITH OTHER REGIONAL STAKEHOLDERS AND WHETHER IT'S POWER, UTILITIES, ANYTHING ELSE.

THAT ALL PLAYS A ROLE AS WELL AS THE DELIVERY METHOD FOR ME.

SO WE LOOK FORWARD TO THIS.

>> TWO OTHER THINGS I THINK YOU KIND OF ALLUDED TO THIS IS GETTING TO Q2 WHENEVER WE DO THE PROCUREMENT IS SUSTAINABILITY.

SUSTAINABILITY IS IMPORTANT.

SO WHAT VEHICLE AND [INDISCERNIBLE] SUSTAINABILITY.

THAT SHOULD BE THE OTHER CRITERIA.

AND THE OTHER THING IS THE O&M COST.

THE WHOLE OF LIFE CYCLE COST.

SO THIS IS ONE OF THE FEW PROCUREMENTS WHERE WE ACTUALLY HAVE WHOLE LIFE CYCLE COSTS TO ANALYZE THE CAPITAL COST AS WELL AS THE ONGOING OPERATIONS AND MAINTENANCE.

AND ONE PIECE OF ROLLING STOCK MAY BE MORE EXPENSIVE THAN ANOTHER BUT MAY HAVE LOWER LIFE CYCLE COSTS SO THOSE ARE THE THINGS THAT OBVIOUSLY YOU'RE WELL AWARE OF THAT WE WANT TO FACTOR INTO.

>> YES, SIR.

THAT WILL DEFINITELY BE PART OF OUR PROCESS.

AND LIKE I SAID, FROM THE STUDYING OF THIS, WHENEVER WE GO OUT TO BUY THE VEHICLE WE WILL HAVE SPECIFIC CALL OUT FOR MAINTENANCE AND OPERATIONS, BUT WE'RE NOT SURE WHAT THE MODEL WILL BE.

WE'RE WORKING IN ADVANCE TO WE'RE JUST DRIVING THIS HOME AND BASICALLY WE'LL SEE HOW IT WORKS OUT.

THAT'S WHERE ALSO THE MODELING FOR US IS VERY IMPORTANT BECAUSE IT'S ABOUT UTILITY USAGE AND POWER USAGE.

A LOT OF TIMES IT'S OVERLOOKED. NOT JUST ABOUT THE MAINTENANCE, BUT AS WE SEE THERE ARE THESE DIFFERENT CAR BUILDERS, DIFFERENT PROPULSION PROVIDERS, THEY COULD ASSUME DIFFERENT ELECTRICITY.

THAT'S A LINE TICKET ITEM WE NEED TO BE SENSITIVE TO NOT ONLY A PAYING PERSPECTIVE, BUT WITH AUSTIN ENERGY AND EVERYTHING ELSE AND SUPPLY OFF THE GRID.

THERE WILL DEFINITELY BE SOME SPECIFIC ELEMENTS CALLED OUT ON THAT CRITERIA, TO YOUR POINT.

>> THANK YOU.

APPRECIATE THE OVERVIEW AND THANK YOU FOR THE DETAIL OVERVIEW BECAUSE I LOVE LEARNING AND EVEN THOUGH I FEEL LIKE I HAVE A LITTLE BIT OF A HEAD START FROM KNOWING WHAT THE CATENARY IS, I'M EXCITED AND REALLY INTRIGUED ABOUT SPECIFICALLY CATENARY AS THIS WAS PART OF OUR TECHNICAL ADVISORY GROUP DISCUSSION BECAUSE OF THE PHYSICAL IT'S PHYSICAL, RIGHT, CATENARY.

THE CABLES, IF WE'RE GOING CATENARY FREE THAT MEANS THAT PHYSICAL CLUTTER IN THE STREETS DISAPPEARS, WHICH IS EXCITING AND AT SOME TIME MAKES ME EXTREMELY NERVOUS.

EXCITING BECAUSE AGAIN LIST CLUTTER, LESS THINGS TO MAINTAIN, OUT IN THE ELEMENTS THAT BREAK DOWN.

I WOULD GIVE YOU AN ANALOGY OF I LIVE IN MUELLER SO ALL OF THE POWER LINES ARE BURIED AND WHAT HAPPENED IN THE STORM WE BENEFITED A LOT FROM NOT HAVING DOWNED POWER LINES.

AND THAT ALSO HELPS US CREATE THAT URBAN FABRIC WITH TREES SO THERE'S A LOT OF BENEFIT TO THE REMOVING THE CATENARIES AND ALLOWING GIVING US THE FREEDOM TO DO OTHER THINGS.

IN THE RISK ANALYSIS THE PART THAT I'M INTERESTED IN IS UNDERSTANDING WHAT ARE WE DOING AS A SAFETY MECHANISM TO INTRODUCE AT THIS NEXT LEVEL WHAT IS SOMETHING OF THE TECHNOLOGY DOESN'T EVOLVE AS FAST, WHAT ARE WE DOING TO HELP US I WOULD RATHER BE CAUTIOUS AND IF WE NEED TO HAVE A BACKUP PLAN WHAT I UNDERSTAND AND PLEASE EXPLAIN THIS IF I'M WRONG, BUT WHEN WE'RE IN THE TUNNEL THAT GIVES US A FLEXIBILITY TO ELECTRIFY, LIKE RECHARGE WHILE WE'RE IN THE TUNNEL, RIGHT?

>> YES.

>> SO IT'S LIKE IMAGINE THAT WE HAVE A BUILT IN CATENARY THAT GOES IN THE TUNNEL ITSELF.

WHEN WE ARE ON THE SURFACE STREET AND WE EMERGE WITH THE TRAINS, WHAT HAPPENS IF WE DO NEED EXTRA POWER LIKE YOU MENTIONED STATIONS AND THE PHYSICAL ENVIRONMENT OF WHAT THOSE ELEMENTS ARE VERY, VERY PHYSICAL.

THEY'RE LARGE.

SO IF WE'RE TRYING IN OUR PURSUIT FOR DOING SOMETHING SO ELEGANT AND CLEAN AND CUTTING EDGE WHAT IS OUR RISK IN NOT HAVING THOSE CATENARIES?

BECAUSE WHAT I WAS DISCUSSING WITH MR. COUCH IS THAT AT 30% WE HAVE ALL THESE QUESTIONS ANSWERED.

WHAT HAPPENED BETWEEN 30% AND 100% IN EXECUTION, WE ALREADY NOT ONLY HAVE THAT DECISION MADE, BUT OUR BELT AND SUSPENDERS AND RISK ANALYSIS HAS BEEN LOOKED INTO.

SO WHAT ARE YOU FEELING?

WHAT ARE YOU THINKING ABOUT THIS AND WHAT MAKES YOU ABSOLUTELY NERVOUS OR NOT NERVOUS OR

>> EVERYTHING YOU SAID.

[LAUGHTER].

>> YOU'RE PICKING IT UP VERY WELL.

AGAIN, THAT'S WHY WE MOVED IN ADVANCE OF THE EARLY 15% DESIGN WHEN WE FIRST GOT HERE TO START MODELING THE PROFILE OF THIS RAIL, THE TUNNELS, EVERYTHING ELSE, UNDERSTANDING THE GRADIENT AND START REACHING OUT TO THE INDUSTRY TO SEE WHAT THEY'RE DOING IN EUROPE AND ASIA, THESE LEADERS THAT ARE WORKING THIS WHAT ARE THEY COMFORTABLE WITH.

WE'VE GOT SOME SIGNIFICANT GRADES AND CHALLENGES AND IT'S JUST THE TERRAIN.

IT IS WHAT IT IS.

AND IT'S JUST WHAT MAKES AUSTIN SPECIAL.

SO WITH THAT DEFINITELY FOR ME THE POWER ASPECT WHERE WE'RE ABLE TO WORK THAT, YOUR UNDERSTANDING OF UNDERGROUND IS ABSOLUTELY CORRECT BECAUSE THERE WERE SOME PEOPLE THAT SAID WE DON'T NEED ANYTHING UNDERGROUND AND IT WAS LIKE OH, NO, WE'RE NOT GOING TO STRAND EVERYBODY AND IT'S A RECOVERY TIME OR OPPORTUNITY BECAUSE ABNORMAL OPERATIONS ARE GOING TO HAPPEN.

IT COULD BE ONE OF THOSE THINGS PROCEDURALLY WHERE YOU RETREAT EQUIPMENT BACK, YOU DO TURN BACKS.

THERE'S A LOT OF OTHER THINGS THAT WE'LL HAVE OTHER DISCUSSIONS BUT IT IS ABOUT THE TECHNOLOGY AND ABOUT TALKING SO THESE FIRMS AND UNDERSTANDING WHAT THEY'RE PROPULSION SYSTEM IS AND THE BATTERY PROVIDERS AND WHAT IS THE SHELF LIFE OF THAT.

EVERYBODY KNOWS THAT BATTERIES WILL GET BETTER OVER THE NEXT THEY SEEM TO BE DOING THEM EVERY TWO TO THREE YEARS A MAJOR TURN SO THAT'S THE OTHER THING IS WE HAVE TO MAKE SURE WE BUILD A RAIL CAR FOR AN O&M PERSPECTIVE BECAUSE THE LAST THING WE WANT IS TO HAVE THIS GREAT PIECE OF EQUIPMENT, VERY ELEGANT, EVERYTHING ELSE IS GREAT, AND WE DON'T HAVE ABILITY TO POWER IT BECAUSE WE WENT WITH THE WRONG TECHNOLOGY?

THAT'S WHY WE'RE KIND OF STAYING AWAY FROM SUPER CAP BECAUSE THE FEEDBACK THAT WE'RE GETTING FROM THE INDUSTRY IS STATION TO STATION IT TO STATION AND THERE ARE ALL THESE UTILITY NEEDS WHERE YOU'RE ADDING ALL THIS STUFF AND EXTRA CLUTTER AND WE SAID NO, WE'RE GOING TO STAY AWAY FROM THAT AND THIS IS WHERE OUR FOCUS IS AT.

AND I THINK THE OTHER ONE WOULD BE, I CALLED IT OUT, COMMUNICATION BASED TRAIN CONTROL.

IT'S DEFINITELY THE RIGHT SYSTEM TO GO WITH IT'S JUST THAT WE HAVE TO BE VERY VIABLE.

SO WITH THAT IT'S LIKE WE HAVE TO COP UP A LOT OF OPEN UP A LOT OF DOORS FOR US.

IT WILL BE WORTH THE EFFORT, BUT WE'RE A LITTLE EXCITED AND ON THE EDGE.

>> NOW THAT YOU MENTION THE TRAIN CONTROLS, CAN YOU MAYBE FOR ANOTHER MEETING, FOLLOW UP MEETING, LEARNING ABOUT POSITIVE TRAIN CONTROL, WHAT WE INTRODUCED INTO THE RED LINE TO MEET THE NEW FEDERAL GUIDELINES, IS THIS SIMILAR TO THIS THAT THE COMMUNICATIONS CONTROL, AM I MIXING THINGS?

I WANT TO UNDERSTAND.

>> I WOULD SAY THERE'S A LOT BIT OF SIMILARITIES, BUT THERE ARE ALSO A LOT OF DIFFERENCES.

AND THE OTHER THING I WOULD ALSO SAY WITH POSITIVE TRAIN CONTROL THERE IS THE FEDERAL RAILROAD ADMINISTRATION AND THOSE REGULATIONS.

SO WITH THOSE REGULATIONS IN PLACE AND THE TECHNOLOGY OUT THERE IT'S A LITTLE BIT DIFFERENT BECAUSE YOU HAVE DIFFERENT RULES AND GUIDELINES.

I THINK CBTC FROM MY PERSPECTIVE AT LEAST AT THIS STAGE OF ITS LIFE GIVES YOU A LOT MORE CONTROL, A LOT MORE FLEXIBILITY.

WHAT THE CB WHAT THE POSITIVE TRAIN CONTROL DOES OVER THE NEXT SEVERAL YEARS AND DECADES, IT WILL FURTHER REFINE AND GET BETTER.

BUT CBTC IS THE RIGHT APPLICATION FOR HEARING POSITIVE TRAIN CONTROL FOR THE NEWER SYSTEMS THAT THEY'RE WORKING OUT, THE LATEST TECHNOLOGY, THAT WILL BE SOMETHING THAT WE SHOULD KEEP AN EYE ON ABOUT WE HAD TO DEAL WITH A LOT OF THAT IN THE NORTHEAST CORRIDOR.

>> AND I DON'T WANT TO TAKE UP ALL THE TIME, BUT ONE LAST QUESTION I HAVE.

WHEN YOU'RE MENTIONING THE LENGTH OF THE CARS, AND AS WE EMERGE INTO NOT EVERYTHING WILL BE UNDERGROUND A AS WE'RE BACK INTO THE CITY THE TURNING RADIUS AND THE CONNECTION WITH REAL ESTATE.

SO I KNOW THE TIGHTER OUR VEHICLES ARE THE MORE MANEUVERABLE THEY CAN BE WITHIN OUR CITY NETWORK AND IT GIVES US SOME FLEXIBILITY.

>> I WOULD SAY AS WE LOOK AT THE LONGER CARS, WE'RE PROBABLY GOING TO LOOK AT SHORTER SEGMENTS AND BASICALLY IT WILL ALL BE CONNECTED AND YOU WILL HAVE MORE MOVING SEGMENTS IN IT AND IT WILL HELP US WITH TRACKING SO WE DON'T EXPAND OUTSIDE OF THE GUIDE WAY.

OF ALL THINGS I'M PRETTY COMFORTABLE FROM A TRACK WORK PERSPECTIVE AS LONG AS THEY MAINTAIN THE CRITERIA THAT THEY'VE COMMITTED TO.

I THINK WE'RE GOING TO BE IN GOOD SHAPE.

BUT DEFINITELY THAT WHEEL TO RAIL INTERFACE, WE'RE AFTER THAT ALL THE TIME.

ALSO WHEN WE WORKED WITH THE CITY AND EVERYTHING ELSE WE TALKED ABOUT THE WHAT CAN YOU DO TO MINIMIZE NOISE.

AND THE TRACKING OF THAT AND EVERYTHING ELSE.

IF YOU'RE ON STRAIGHT TANGENT TRACK AS WE ALL KNOW, STRAIGHT TANGENT, JUST PRETTY THAT CAR WILL BE PRETTY QUIET.

BUT WHEN YOU'RE TURNING AND IT HAS TO MAKE A GLIDING CHANGE, YOU'RE STARTING TO GET METAL ON METAL.

I'VE WORKED AT A LOT OF SYSTEMS WHERE THEY SPENT A LOT OF MONEY AND THE TECHNOLOGY IS OUT THERE.

BUT IT'S VERY LIMITED.

YOU'RE STILL GOING TO HAVE THAT WHEEL SQUEAL AND SO THAT'S WHY AT LEAST ON OUR PART WE'RE WATCHING THAT VERY CLOSELY.

I WILL SAY THAT WE'RE GOING TO BE USING SOME STUFF ON THIS RAIL CAR THAT WILL HELP THAT, HELP US WITH OUR TRACKING.

DIFFERENT TYPES OF WHEELS AND STUFF.

THE RAIL TRACKS, WE'RE UNCOMPROMISING ON SOME OF THE THINGS WE'RE ASKING FOR.

WITH THE BATTERIES WE'LL HAVE THIS CAR WILL BE KIND OF TOP HEAVY SO WHEN YOU'RE OPERATING THESE THINGS AND THEY MOVE THERE'S A LOT OF FORCES.

SO THE BALANCE OF THIS CAR, BELIEVE IT OR NOT, IS SOMETHING WE'LL ACTUALLY MEASURE FROM WHEEL TO WHEEL TO MAKE SURE THE CAR IS SEATING PROPERLY AND NAVIGATES THE SYSTEM.

IT WILL BE VERY IMPORTANT FOR US.

>> THANK YOU, QUESTIONS FROM ANYONE ELSE?

YES.

>> THANK YOU.

FIRST OF ALL, DAVE, I APPRECIATE THIS.

THIS HAS BEEN A VERY VALUABLE PRESENTATION.

I'M GUESSING THIS IS NOT SOMETHING YOU CAN'T JUST PUT PULL OUT A CAN OF WD 40 AND PUT ON THE WHEELS.

IT ALSO SOUNDS LIKE THIS IS A REALLY BIG CHOICE.

WE DON'T WANT TO END UP GOING WITH, IT WAS SOMETHING I FELT I NEEDED TO DO SO WHEN I SIT DOWN IN THE FALL WITH MY STUDENTS I CAN BE NEXT TO THEM SAY, FOR THE OLD FOGGIES IN THE ROOM HERE, DATA MAX WHEN WE SHOULD HAVE BEEN A VRC AND PICKING AN HD DVD PLAYER WHEN WE SHOULD HAVE GONE WITH A BLU RAY.

WE NEED TO PICK THE RIGHT ONE THAT WILL GIVE US AS WE CALL FUTURE PROOFING AND ALLOW US TO BE ABLE TO GROW AND EVOLVE AT TIMES OVER THE NEXT 50 YEARS.

SO I APPRECIATE THE ATTENTION TO DETAIL Y'ALL ARE PUTTING ON THIS.

THE QUESTION I HAVE AND MAYBE THIS IS A LITTLE BIT OF THE CHICKEN AND EGG THAT Y'ALL ARE DANCING DYNAMIC HERE.

JUST WANT TO MAKE SURE I'M UNDERSTANDING THIS RIGHT, THOUGH.

HAVE WE ALREADY DECIDED ON WHAT THE SIZE AND THE I GUESS THE WIDTH OF THE TRACKING IS GOING TO BE AND THEN YOUR TEAM COMES ALONG AND PUTS OUT FOR BID THE WHAT THE CARS, WHAT THE VEHICLES ARE GOING TO BE?

OR IS THIS STILL A CASE OF WHERE THIS IS THE GIVE AND TAKE AND WE'RE STILL TRYING TO FIGURE OUT AS YOU ALL TALK TO THE VEHICLE MANUFACTURERS OUT THERE FIGURE OUT WHAT WOULD BE BEST FOR AUSTIN AND OUR NEEDS AND THEN YOU'RE WORKING WITH THE REST OF DAVE'S TOMORROW TO TRY TO FIGURE DAVE'S TEAM TO FIGURE OUT BASED ON THAT WHAT DO WE WANT TO LAY IN THAT PARTICULAR SPACE IN ORDER TO ACCOMPLISH HOW IS THIS ALL GOING TO COME TOGETHER, I GUESS IS WHAT I'M

>> I'LL ATTEMPT TO ANSWER IN A COUPLE OF SEGMENTS.

ONE I'LL SAY THAT WE'RE GOING TO GO AFTER A STANDARD U.S. GAUGE RAIL CONFIGURATION.

THAT'S BEEN THE COMMENTS FROM DAY ONE HAVE VERY TYPICAL.

THE LAST THING AND THIS GETS INTO THE OEM, IF WE CREATE A SPECIAL GAUGE WE WILL BE A ONE OFF.

THERE ARE A COUPLE OF FOLKS THAT MIGHT BE A LITTLE DIFFERENT GAUGES. WE'RE TALKING ABOUT A VERY PRECISE SYSTEM HERE AND INTERFACE POINT.

SO ON MY PART WHEN IT COMES TO THE TRACK WORK, I LIKE TRADITIONAL GAUGE, I LIKE TO WORK WITH THE MANUFACTURE.

IT'S NOT JUST ABOUT THE TRACK.

WE HAVE TO THINK ABOUT THE CROSSOVERS, THE SWITCHES.

IT'S ALL THESE OTHER INTERFACE POINTS.

THIS ALL OF THIS TECHNOLOGY HAS BEEN BASED AROUND STANDARD GAUGE, STANDARD WHEELS.

IF WE START TWEAKING WITH THAT A LITTLE BIT YOU INCREASE YOUR RISK DEFINITELY.

SO I WOULD SAY AT THIS POINT IN TIME LISTENING TO THE LINE TEAMS AND THE PROJECT AND EVERYTHING ELSE, WHEN WE TALK ABOUT TURNING RADIUS, GAUGE OF RAIL AND EVERYTHING ELSE, THE VERNACULAR HAS BEEN VERY STABLE FROM DAY ONE AND IT DOESN'T MEAN THAT WE JUST GO OFF BY OURSELVES.

WE'RE COMING BACK SAYING ARE YOU REALLY SURE YOU'RE DOING THIS BECAUSE WE'RE ALSO KIND OF THE NUISANCE OR LIKE I SAID THE LITTLE BROTHER OR SISTER OF THE PROJECT WHERE WE KIND OF COME BACK AND SAY, THIS IS WHAT YOU SAID YOU'RE DOING.

ARE YOU STILL DOING IT?

BECAUSE THAT'S WHAT'S HAPPENING?

AND THEN WE'LL KIND OF GO RUN OFF AND WE'LL APPROACH THAT.

SO HOPEFULLY THAT HELPED KIND OF ANSWER YOUR QUESTION ON THE INTERFACE.

BUT THERE'S ALWAYS THIS INTER CONNECTIVITY, THERE'S ALWAYS WE CANNOT BE SUCCESSFUL JUST WORKING IN THE SILO.

THAT WILL BE CATASTROPHIC FOR US.

SHAME ON US IF SOMETHING LIKE THAT HAPPENS.

NOT THAT WE WON'T MISS SOMETHING.

WE WON'T INTENTIONALLY.

IT JUST DOES US NO GOOD.

WE'RE TRYING TO BE AS TRANSPARENT AS POSSIBLE WHETHER IT'S AROUND TRACK WORK, INTERFACE WITH COMMUNICATIONS.

IT IS WHAT IT IS.

IT'S GOING TO COME OUT SOONER OR LATER SO WE MIGHT AS WELL ADDRESS IT ON THE FRONT END THE BEST WE CAN ON THE FRONT END.

>> THANK YOU, DAVE.

>> THANK YOU, BOARD MEMBER STRATTON.

ANYBODY ELSE?

>> I ALSO LIKE THAT YOU EMPHASIZE SAFETY.

I WANTED TO SAY THAT EARLIER TOO.

HANDS DOWN.

I MEAN THAT GOES UNSAID.

I DO HAVE A QUESTION.

DO YOU EVER RIDE ON THE TRAIN AND RELAX?

BECAUSE YOU MUST

>> DO I RIDE ON THE TRAIN AND RELAX?

>> BECAUSE YOU MUST BE THINKING ABOUT EVERYTHING THAT'S GOING ON AROUND YOU?

>> NOT A LOT.

>> I DIDN'T THINK SO.

[LAUGHTER].

>> I DO OBSERVE A LOT, THOUGH.

[LAUGHTER].

>> DAVE, I'M JUST GLAD TO SEE YOUR TIMELINE HERE.

I KNOW THAT A LOT OF CITIES HAVE EXPERIENCED SOME PROBLEMS WITH VEHICLE DELIVERY DUE TO COVID AND IMPACTS TO THE MANUFACTURING PROCESS, SO I'M HAPPY TO SEE THAT HERE.

AND THANK YOU FOR YOUR COMMITMENT TO WORK WITH THE CITY ON ALL THIS.

THANKS.

>> THANK YOU.

>> THANK YOU SO MUCH.

I APPRECIATE IT.

THANK YOU.

AND LAST BUT NOT LEAST, YOUR TURN.

>> THANK YOU, MADAM CHAIR.

WELL, I PROMISE YOU ALL THAT EVERYONE WILL KNOW CATENARY AND EVERY OTHER TRANSIT GEEK TERM BEFORE THIS IS OVER.

AND PEOPLE LIKE DAVE AND MYSELF AND JOHN AND DAVE, YEAH, RELAXING ON A TEAM IS ENJOYING LEARNING ABOUT OTHER THINGS AND WHATNOT.

AND THAT'S WHAT MAKES OUR INDUSTRY SPECIAL AND ONE OF THE THINGS THAT I REALLY AM LOOKING FORWARD TO WITH THIS BOARD IS AT THE RIGHT APPROPRIATE TIME AND KNOCK ON WOOD COVID WILL GET A LITTLE SAFER, IS IT IS BEYOND CRITICAL THAT WE GO TO OTHER PARTS OF THIS COUNTRY AND THIS WORLD TO NOT ONLY SEE AMAZING URBAN DESIGN, BUT SOME OF THESE SYSTEMS.

AND SO WE ALREADY HAVE BEEN WORKING LUCKILY WITH MY PREVIOUS JOB AT APTA I'VE BEEN LUCKY ENOUGH TO BE AROUND THE WORLD WITH THIS STUFF AND WE'VE STARTED THE GROUNDWORK ON KIND OF LESSON LEARNED AND TRIPS AND WE WANT TO GO PLACES LIKE TORONTO.

IT HAS THE LARGEST TRANSIT PROGRAM IN NORTH AMERICA GOING ON AND DOING INCREDIBLY INNOVATIVE THINGS ON ALTERNATIVE DELIVERY TECHNOLOGY AND SOME AUTOMATED SYSTEMS.

FRANCE HAS SOME AMAZING STUFF THEY'RE DOING ON CAT ANOTHER FREE AND DIFFERENT PROPULSION THINGS.

SINGAPORE ARGUABLY IS MAYBE THE LEADER IN THE WORLD ON SOME OF THESE KINDS OF THINGS AND A LOT OF WAYS A LITTLE LIKE AUSTIN.

THIS TECH CITY STATE IN SOME WAY, MAYOR.

I SAY CITY STATE.

BUT WE WANT TO LEARN FROM THE BEST AND IT'S OKAY THAT THINGS WENT WRONG BECAUSE THAT'S LEARNING AS MUCH AS SEEING THE THINGS THAT WENT RIGHT.

SO OUR INDUSTRY IS INCREDIBLY BASED ON SHARING.

WE DON'T COMPETE.

WE'RE NOT THE FINANCIAL INDUSTRY.

SO I HAVE ABILITY TO CALL ANY CEO IN THE INDUSTRY AND THEY'LL BE LIKE PLEASE COME OVER AND SEE THIS STUFF AND I HOPE THAT YOU WILL SEE WITH THIS TEAM THE EXPERTISE THAT WE'RE PUTTING TOGETHER WITH A TEAM IS JUST BEYOND FANTASTIC AND WE HAVE PEOPLE DAVE'S WORKED AT A LOT OF PLACES, DAVE COUCH HAS WORKED AT A LOT OF PLACES, ON AND ON.

ON OUR NETWORKS INTO THE LARGER TRANSIT INDUSTRY ARE GOING TO BE THERE.

YOU WILL CAUTION ONE THING FOR THE BOARD WHICH IS THE SAME THING I'LL CONTINUE TO DO WITH THE COMMUNITY AND OTHERS, WHICH IS CRAWL, WALK, RUN.

SO I CAN TELL YOUR ENERGY ABOUT THESE TOPICS AND I LOVE THAT BECAUSE YOU GUYS KNOW ME WELL ENOUGH THAT'S ME.

BUT WE ALL HAVE TO GROUND OURSELVES INTO SOME OF THESE THINGS AND DECISIONS THAT WILL TAKE SIX MONTHS FROM NOW, A YEAR FROM NOW, TWO YEARS FROM NOW, IT'S A VERY DELIBERATE PROCESS.

DAVE DID VERY WELL COMING HIS FIRST TIME.

WE PROMISE ANY PIECE OF INFORMATION YOU NEED IN YOUR DECISION MAKING PROCESS WE WILL GET TO YOU BUT THAT MEANS DAVE IS HERE FIVE TIMES OVER THE NEXT 12 MONTHS, UNTIL WE GET TO SOMETHING.

I WANT TO REASSURE AND I KNOW A LOT OF VENDORS WATCH OUR MEETINGS.

WE DO NOT HAVE DECISIONS MADE.

WE WILL OBVIOUSLY DO STANDARD TRACK GAUGE STUFF BECAUSE THAT'S BASIC GEOMETRY, BUT I'M TALKING ABOUT THE TYPE OF VEHICLE, THE LENGTH OF A VEHICLE, CATENARY, NON CATENARY, HOW FAR A TUNNEL IS.

THIS IS THE PROCESS OF DESIGN AND WE'RE LOOKING TO LEARN TECHNICAL DETAILS, BUSINESS APPLICATION, COMMUNITY FEEDBACK AND THEN DO AS THE BOARD MEMBER SAID THE RISK ANALYSIS TO SAY WHAT IS THE BEST WAY TO DELIVER THIS.

A COUPLE OF THINGS THAT DAVE HIGHLIGHTED HERE, ONE OF THE THINGS I REALLY WANT TO HIGHLIGHT IS THIS 100% LOW FLOOR.

ONE OF THE PARAMOUNT VALUES I THINK THAT WE DO IN THIS PROGRAM IS WORK EVERYTHING WE CAN TO THE CONCEPT OF UNIVERSAL ACCESSIBILITY.

ADA IS A FEDERAL REGULAR FRAMEWORK.

THAT'S NOT UNIVERSAL ACCESSIBILITY.

SO WE'LL DO EVERYTHING THAT WE CAN IF A PERSON IN THE COMMUNITY THAT IS THE MOST VULNERABLE AND CAN USE THE SYSTEM WELL IT'S GOOD FOR EVERYBODY IN THE SYSTEM GOING FORWARD.

THAT WILL BE THINGS LIKE COLORS, SYMBOLS, GRADES, COMMUNICATIONS EQUIPMENT, YOU NAME IT.

THAT IS THE FOUNDATION OF BELIEF.

AT SOME POINT WE'LL HAVE MARTIN FROM CAPITAL METRO WHO IS THE DIRECTOR OF SYSTEM WIDE ACCESSIBILITY COME AND YOU WILL BE ABLE TO MEET HIM AND HOW HE'S PART OF THIS DESIGN REVIEW PROCESS AND HE WORKS WITH INDIVIDUALS WITH DISABILITY COMMUNITY INSIDE OF AUSTIN TO BE PART OF THIS PROCESS.

SO I WANT TO HIGHLIGHT THAT.

SO WITH THAT, CHAIR, I KNOW IT'S A LONG MEETING.

I WILL HIGHLIGHT TWO QUICK THINGS ONLY.

ONE IS THIS HERE.

HOPEFULLY Y'ALL GOT AN EMAIL.

IF YOU'RE ABLE TO MAKE IT, GREAT.

IT'S NOT A PUBLIC MEETING SO DON'T FEEL OBLIGATED TO MAKE IT.

THERE'S NO SPEECHES AND WHATNOT.

BUT WE WANT TO DO A MEET THE TEAM EVENT AT OUR NEW OFFICE SPACE.

NOW, THIS OFFICE SPACE IS NOT BUILT OUT YET.

WE'RE IN PROCESS OF THAT.

IT'S 2103 COLORADO.

THIS IS THE LEASE THAT YOU ALL, THE BOARD APPROVED AND WE APPRECIATE THAT.

GREG, ALEX AND THE TEAM ARE WORKING REALLY RAPIDLY TO GET THIS SPACE UP AND UNKING.

EVENTUALLY THIS WILL HOUSE NOT ONLY ATP STAFF, BUT ANY CAPITAL METRO OR CITY OF AUSTIN STAFF THAT ARE WORKING ON THE PROGRAM.

SO LIKE A GOOD EXAMPLE IS AS GINA MENTIONED ANNICK BEAUDET AND HER TEAM BUT ALL OF OUR CONSULTANT TEAM AS WELL.

PRETTY BIG PROGRAM SPACE.

THIS IS HOW IT'S DONE IN A LOT OF THE PARTS OF THE COUNTRY OR THE WORLD.

YOU CREATE A PROGRAM OFFICE.

IT'S ALL ABOUT COLLABORATION AND WORKING TOGETHER FOR EFFICIENCY AND DESIGN AND SO THAT'S WHAT THIS SPACE IS GOING TO BE.

ONE THING THAT IS UNIQUE HERE IS THERE'S A PARKING LOT OUT FRONT AND WE'RE GOING TO USE THAT FOR ACTIVATION.

SO WE'LL ACTIVITY FOR THIS MEET THE TEAM.

PEOPLE WILL BE ABLE TO SAY THERE'S THE ORANGE LINE TABLE, THAT'S THE BLUE LINE TABLE.

THAT'S THE TEAM WORKING ON THE CITY OF AUSTIN PIECE.

OVER HERE IS THE SYSTEMS SIDE.

GET TO KNOW PEOPLE, BUT OVER TIME WE'LL BE ABLE TO USE THAT SPACE TO SHOW THINGS LIKE ELECTRIC BUSES OR MAYBE TRAIN MOCKUPS THAT WE GET DELIVERED OR SOME DESIGN CHARRETTE THINGS OR YOU NAME IT WE'RE REALLY EXCITED ABOUT THAT SPACE.

THE NEXT THING I WANTED TO HIGHLIGHT JUST QUICKLY IS TRACKING THE FEDERAL INFRASTRUCTURE BILL.

INCREDIBLY IMPORTANT SO BASED ON A LOT OF PEOPLE IN THIS COMMUNITY, THE MAYOR AND OTHER MEMBERS THAT ARE ON THIS DAIS, WORKED INCREDIBLY HARD ON A REFERENDUM THAT THE COMMUNITY SAID HERE'S THE LOCAL PIECE.

NOW WE HAVE TO GO DO SIMILAR TYPE OF WORK, OBVIOUSLY NOT REFERENDUM STYLE TO GET OUR FEDERAL PARTNER PIECE.

IT'S TECHNICALLY DRIVEN, BUT AT THE END OF THE DAY IT'S DC SO THERE'S OBVIOUSLY POLITICAL ASPECTS AND THEY ARE WORKING THROUGH THAT POLITICAL PROCESS IN DC RIGHT NOW.

ALL YOU HAVE TO DO IS WATCH 10 MINUTES OF CNN OR MSNBC, MAYBE YOU SHOULDN'T DO THAT ACTUALLY, IT'S PROBABLY NOT HEALTHY, BUT YOU WILL QUICKLY UNDERSTAND THAT THINGS ARE COMPLICATED IN DC AND WHILE THE SENATE DID PASS THE AUTHORIZATION FOR THE INFRASTRUCTURE BILL, IT IS NOT BEEN DONE IN THE HOUSE YET.

THE HOUSE IS ALSO TRYING TO SAY RECONCILIATION MUST COME BEFORE THE INFRASTRUCTURE BILL.

OTHERS ARE SAYING NO, THERE'S A DEADLINE COMING UP ACTUALLY VERY SOON FOR THE COMMITMENT TO THAT VOTE.

IN THE RECONCILIATION PROCESS IT CAN BE MAJORITY IN THE SENATE WITHOUT BASICALLY A SINGLE PARTY.

AND ONE OF THE THINGS THE HOUSE IS TRYING TO DO SPECIFICALLY THE T AND I COMMITTEE, FROM TRANSPORTATION AND INFRASTRUCTURE COMMITTEE UNDER CHAIR DEFAZIO THEY PUT IN AN ADDITIONAL \$10 MILLION FOR BILLION DOLLARS FOR TRANSIT AND PLUS SOME HIGH SPEED AND RAIL MONEY.

WE'RE NOT SURE HOW THIS STICKS AT THE END OF THE DAY.

OBVIOUSLY THERE'S A LOT OF POLITICS THAT WILL BE PLAYED OUT.

ALL LEADING TO THE IDEA THAT WE HAVE A BIG INFRASTRUCTURE BILL OR POTENTIALLY EVEN A BIGGER INFRASTRUCTURE ASPECT FOR TRANSIT.

WHAT IS THE MOST IMPORTANT PART I WANT TO REALLY HIGHLIGHT ABOUT THIS, THOUGH, IS OUR POSITIONING FOR THIS FUNDING.

WE TALKED ABOUT THIS BEFORE AND WE TALKED ABOUT THERE IN MORE DETAIL.

WE ARE ONE OF THE BEST POSITIONED AGENCIES AND CITIES FOR THIS INFRASTRUCTURE FOR THE LARGE CAPITAL GRANTS.

THERE'S A LOT OF DISCRETIONARY GRANTS THAT A LOT OF CITIES WILL HAVE THIS WHEN I SAY SMALL I MEAN 10 MILLION TO WHATEVER MILLION.

THERE'S GOING TO BE A LOT OF EVERY CITY WILL BE GOING UP TO THOSE.

I'M TALKING THE MEGA PROJECTS.

BECAUSE YOU REALLY NEED A COUPLE OF THINGS LINED UP TO GET THE MEGA PROJECT MONEY.

ONE YOU NEED A PROGRAM OR PROJECT THAT HAS BEEN DEFINED.

RIGHT?

SO LIKE IN OUR WORLD YOU HAVE TO HAVE GONE THROUGH LIKE AN LPA PROCESS.

YOU HAVE TO HAVE SOMETHING THAT PEOPLE GO, OH THAT'S A PROJECT AND THE BOARD'S APPROVED A LOCAL PREFERRED ALTERNATIVE AND IT'S SOMETHING THAT'S TANGIBLE.

NUMBER TWO YOU HAVE TO IDENTIFY A LOCAL FUNDING SOURCE AS A MATCH.

YOU CAN'T JUST SAY I HAVE AN IDEA, BUT LIVE US BILLIONS OF DOLLARS?

THOSE DAYS ARE KIND OF NONEXISTENT ANYMORE LEGALLY.

THREE, YOU HAVE TO HAVE AN ADVANCED NEPA PROCESS SO YOU HAVE TO HAVE A PROJECT, SHOW YOU HAVE THE LOCAL MONEY, THEN YOU HAVE TO HAVE NEPA.

THIS BILL IF IT'S PASSED IS A FIVE YEAR EXPENDITURE BILL.

THERE MIGHT BE SOME WAYS THAT THEY APPROPRIATE THE MONEY AND IT'S SPREAD OVER FIVE YEARS AND THOSE KIND OF THINGS.

BUT THERE'S NOT A LOT OF PROGRAMS THAT ARE GOING TO BE ALIGNED WHERE THEY HAVE SOMETHING IDENTIFIED.

WE HAVE A LOT OF PROJECTS IDENTIFIED BECAUSE I ALWAYS EMPHASIZE THAT WE'RE PROGRAM AND YOU ALL WILL KNOW THAT I SAY ALL THE TIME IT'S NOT A PROJECT, IT'S A PROGRAM.

AND EACH ONE HAS INDEPENDENT FUNDING SOURCES.

SO WE HAVE AN INCREDIBLE PROGRAM IDENTIFIED, WE HAVE AN INCREDIBLE LOCAL FUNDING COMMITMENT BETWEEN CAP METRO'S LONG RANGE MONEY AND THE PROP A MONEY FROM THE CITY AND NOW WE'RE REALLY ADVANCED IN THE NEPA PROCESS BOTH ALREADY GOT APPROVALS ON THE RAPID PROJECTS AND THE RED LINE AND WE'RE DEEP INTO THE PROCESS ON ORANGE AND BLUE FOR WHERE WE ARE AS A COMMUNITY.

SO THOSE THINGS LINE UP REALLY WELL.

Those aren't guarantees we will get this amount versus in amount or this timeline versus this timeline but every day we work with purpose.

It is better opportunity to eliminate risk on the federal side, to get the largest proportion of money back here, Austin and central Texas versus other cities and other agencies that will be going for that money so that's why I just always want to thank this team, because this team is working under the risk threshold of how do we get the most out of DC?

Because that ultimately buys us the best program here locally, so all of these things that we are talking about are all amazing but they all cost money.

And the more money we can bring in to the coffers from feds and fining on that means us as a team and the whole community can deliver the greatest thing for community so that is that purpose I don't want to say rush because we are not rushed at all, the sense of purpose every day that we are eliminating risk and doing everything we can to get the most back to the community.

So last thing on that I wanted to just quickly mention we are going to in the back is Erica MOZZA, she just joined our team and our new vice president of government affairs, Erica, long career in transit, she was actually a COO in a property in Arizona for a while and worked at what we call service provider, contract operator and actually is the chair of the legislative committee, so she understands the federal sausage making really well and known each other for years and a great add to the team so she will now coordinate all of our local and state and obviously massive concentrate on our federal multiyear strategy so we can go after every single discretionary grant plus the large grants to come back like I said for the money.

Anyway that is Erica, I am sure you will get to meet her as we go through the process but, chat is the executive update and I appreciate how much the board is committing time to this exciting program.

Thank you.

>> Thank you.

Mr. Clark, and welcome, Erica to the team.

With that, does anybody have any questions?

Further items for discussion or things you would like to include?

Yes.

>> Thanks, madam chair, I just have one as I was listening to Dave's presentation and I will stay with executive director Clark's walking blind analogy.

Something I think we could think about for the future as a policy and I am not a fan of creating policies for the sabling of creating policies is an ESG policy, so ESG, environmental sustainability and governance is a topic that is getting a lot of focus right now.

Typically from investors but it is starting to get traction with various transportation agencies around the world.

And I think as a forward thinking agency, ATP it is something we should be thinking about, creating a policy for sustainability, govern answer, things like modern slavery, human rights, those types of things so that we have the policy before we start doing major procurements, and measure that, are we building a sustainable program?

I think we are, but how are we going to measure that, you know?

>> As usual, great comment.

So Peter Mullen is working really closely with the Cap Metro planning environmental team so Cap Metro we have achieve sustainability officer.

Robert and between him and Peter and who is our EBP in planning they are hiring in other persons specifically sustainability for the program.

And we are in the process at Cap Metro we established a capital fund and we are moving that part forward and secondarily they are all working to create a new framework of sustainability programs.

So not just pieces but the whole thing and that will help the guide the ideas to bring that back to Capital Metro and ATP to guide the whole program going forward, and what is really important is at the end of the day ATP is not a transit agency because this board is a transit builder and it has to work in how Capital Metro will operate those services, so that is why that program it has to be hand in glove because at the end of the day it is how we sustainable build, how we are sustainable to operate so they are already starting to work on that and halt is definitely something we would be bringing back to the board.

So let us work to figure what the right time to highlight again that topic, far from being done by any means, where again, a lot of baseball for the whole program.

Gave is in inning 3 in a couple of things but I think it is important for to the team and the rest to give you a concept and hear the board's feedback on that.

>> We have the ability to focus on ATP and not just take something off the shelf or there are certain procurements we want to make sure emphasize certain aspects.

>> For sure, because we want to actually establish sustainability goals in the contracts.

>> Yes.

>> So and that will have to be balanced with the risk analysis because it is money, right, you may want to pay more in capital to have less O and M later.

>> How much carbon do we want to capture in construct can shun?

With a what kind of material do we want to use?

Resigned tires and component and have concepts of canopy the entire yard for not only solar but can we capture water, use that water, reservoir and use that for our train and bus washes and manage water that way and we will work hand in glove.

We want the city to be a major part of that process, that is watershed and others like that, AE is going to be a big component as well.

Yeah.

Great topic.

>> I know I think thank you for pointing that out thank you, board member Elkins, because I do think that we have to look at the full spectrum of how we procure and sustain.

That's going to be our biggest expenditure, the long term maintenance.

And I think that thank you for reminding me that like our dais is a really tiny, tiny miniscule example of thinking and working collaboratively, the glass out here it used to be in the convention center, right? It didn't go into the landfill so I think that we always want to be able to say, us as a community, we own it, we love it and diverting waste from the landfill and we are making this successful for our great, great, great grandbabies, so thank you, everyone.

Thank you for joining and with that I would like to call this meeting adjourned and the time is 5:03.

Thank you.

>> Thank you.

>> Thank you.]