

# City Council Special Called Meeting Transcript (Joint Meeting with Capital Metro Board of Directors and Austin Transit Partnership Board of Directors) – 10/29/2021

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[10:10:54 AM]

>> Mayor Adler: Welcome, ladies and gentlemen. It's 10:11. I know we have some hard stops, and we have a lot of ground to cover today, so I'd ask my colleagues on the three boards to grab their chairs and let's get ready to rock 'N' roll. I think we have a quorum of all three boards. Or will shortly.

[10:12:14 AM]

I think we have three quorums. So, again, thank you, everybody, for joining us on this historic joint meeting of the Austin city council, Austin transit partnership board of directors, and cap metro board of directors. On behalf of the cap metro board of directors, I'll call this meeting to order. Today is Friday, October 19th, and the time is 10:13. Mayor?

>> Mayor Adler: Thank you, chair. We'll go ahead and convene the Austin city council portion of this joint meeting here on October 29th, 2021. Time is 10:13.

>> Good morning, everyone. We're calling this -- I'm getting some feedback. Welcome to the joint meeting of the Austin transit partnership, and this meeting is called to order. The time is 10:13 on October

[10:13:17 AM]

29th, 2021.

>> Thank you, chair. Mayor, any opening remarks before we get under way?

>> Mayor Adler: I just wanted to

-- one, it's great to have this very first meeting with all three of the organizations present. And real excited to be a part of that. The vote from the community was historic to set us on this path. Probably the most significant thing we could do as a community, both for mobility, for equity, for access of opportunity in our city, in terms of climate change mitigation, this is huge. I also want to compliment the staffs of cap metro, the city of Austin, and of atp. And the respective directors. Because this hit the ground running. And the progress thus far has

[10:14:17 AM]

been pretty exceptional in moving this forward rapidly. And it's exciting to see it moving forward that quickly and as successfully as it has thus far. You know, we have the three bodies here together. And obviously, each has a role in this. It's been decided in the documents that were done before the vote. But as we get started, you know, we're going to have to all figure out what those documents mean and make sure they move in accordance with them. And look forward for us moving past that, so that we can continue to make the great progress.

>> Thank you, mayor. Chair, any opening remarks?

>> I think for so many in Austin, for the community and for the region, this is a very

[10:15:18 AM]

historic moment, and I'm proud and honored to be in this position today representing the community at large in terms of more than two decades of effort. So, thank you, for everyone, who is here, who showed up, who has given a lot of their time, energy, love, and passion to this effort. We've spoken many, many times about the vision of what this program entails, and our commitment to make sure that it serves the entire community. I think the work, the heavy lifting has been done to get us to this point, but enormous effort that is to be done and continues to affect our communities still to be done. So we are grateful that we heard from so many letters that were sent in regarding the jobs that are going to be possible in this

[10:16:18 AM]

community, and how we want safe jobs, how we want this to be a way to heal our community and be an integral process of a better Austin. So with that, I'd like to thank all of the effort that has brought us to this place today, and for all of the boards and the commissions and everyone that has supported this effort so far. Thank you.

>> Thank you, chair. I want to join two other chairs in saying thank you. Our staffs, our respective staffs have been working like crazy people to get this pulled together and done, and at the same time, to start building stuff. And I'm proud to say at the cap metro meeting earlier, we approved of the ability to generate over \$50 million worth of con tralbt contracts to start building brt lines less than a year after the vote. We have made tremendous

[10:17:18 AM]

progress, and I'm super proud of all that our staffs have done to this point, but we're just getting started. And so, today, hopefully we'll get to the final place on sending the atp off to get the rest of this project built. A lot of work has gone into the drafts. A lot of discussions with the community. A lot of give and take. And I commend Randy and everybody who worked on the draft jpa that we have for the good work that's gone into it, and a lot of time and discussions, and I think a lot of good has been accomplished there. So I look forward to making progress on that today. Next up, we will then have our public comments. This will include public comments on all posted action items for the city council, the cap metro board, and the atp board. This is city council items 3 through 5, cap metro action

[10:18:19 AM]

items 1 and 2, and atp action items 1 and 2. For all of our speakers, the podium is up by the screen, and as in all of our prior meet, you'll have three minutes and I'll ask you to stick strictly to that three-minute guideline and Sam or somebody will give us the signal. Our first speaker -->> Chair? Council member tovo. Before we begin with public comments, could we just get very clear on which drafts we're going to be considering here today? I appreciate all of the work that the staff have done. As I understand it, we have a third version of the joint powers agreement, when we get here this morning, there were two versions. There was version two of the ordinance and version two of the resolution, and I now see a yellow copy. So I just want to be sure that as we're preparing to deliberate on those documents, that we're all working from the same set. And I think what I need clarifying, what I need clarification on, is whether the

[10:19:20 AM]

yellow copies are a version three of the resolution.

>> Thank you, council member. Let me get you a good answer on that. Did you hear that, council member?

>> Tovo: I did not.

>> The yellow version is version 3.

>> Tovo: Okay. So we're working from version 3 of the joint powers agreement, version 3 of the resolution, version 2 of the ordinance; is that correct? Can you explain why we have two versions of the resolution? Is one a version 3? Is one a red line, one is a clear? Okay, thank you very much for that. I appreciate it.

>> Council member, I'll just say, too, our current contemplation is after the presentation, each of the boards would have some executive meeting time to discuss where this is and some of the legal issues related to this. So there will be some ability to get with your lawyers and walk through this in more detail.

[10:20:21 AM]

>> Tovo: Super. I appreciate that. Thank you.

>> So our first speaker is Mr. Patrick rose. Is he here? Didn't see him earlier. Not here yet? I'll come back to him. Our next speaker who signed up is Mr. Jeremy Hendricks. Mr. Hendricks, are you here? Oh, okay. Can you plug him in, please?

>> Chair?

>> Council member.

>> So, I think the podium that you're wanting everybody to speak from is up here.

>> Correct.

>> I'm wondering if maybe you read the name of maybe five

[10:21:21 AM]

people, then they could line up.

>> Good point.

>> After Mr. Hendricks will be Elisa Sarr, if you want to move towards the podium.

>> Great.

>> I believe the way you pronounce her name is fongfong.

>> Thank you, sorry. I will mispronounce several and I'll appreciate any help today.

>> Chair, I believe Mr. Hendricks is on the phone.

>> Very well. Mr. Hendricks, can you hear me? Are we ready? Can he hear?

[10:22:37 AM]

Should we continue and come back to Mr. Hendricks?

>> Chair, for what it's worth, I really appreciate when we have the opportunity from a council perspective to take the in-person speakers first anyway. But, yeah, I think we should probably go ahead and move forward. I'm certain that at least half of us in this room have Mr. Hendricks number, so we can text him and let him know that we're looking for him.

>> We'll come back to Mr. Hendricks if we can connect him. Go ahead. Thank you.

>> Thank you. I appreciate you all giving me the opportunity to here to speak. I serve as the chair of the community advisory committee for project connect, advising you on issues related to equity. I speak here on behalf of the

[10:23:38 AM]

committee who asked me to speak to you. We approved recommendations on October 19th at a meeting voted unanimously by members present at the time to a committee that had worked on these items, presenting a number of recommendations to the staff of all three bodies. I'm glad to see a number of these recommendations were accepted and really want to thank staff for working with us on these and making sure that they made it in. I will focus on two items that need to be managed. The first one is related to the equity tool. What is in the jpa today leads to essentially goals and metrics around equity for the entire project. We want to make sure as community advisory committee that there is more robust work around an equity tool, matrix, even metrics that allow us to assess success throughout the entire project, through the lifetime

of the project, and to ensure that all equity considerations are taking place, including involvement of the

[10:24:39 AM]

community advisory, to advise on the creation of such metrics and goals, and assessing how these goals are going through time. I really hope that the community advisory committee will be involved through all of these processes because that is what is within our scope as defined by the folks here, y'all have given us this charge to look at equity. The other thing I want to focus on is still a question around the executive director position. The parties identify -- we ask that the parties identify a clear process for succeeding the executive director of the atp, who will replace the executive director in order to guarantee the Independence of the Austin transit partnership. As is true from the bylaws of the atp board as is true from interlocals done earlier, it is clear that the three bodies have to be independent. This Independence requires that the executive director be separate from the two -- be a separate independent person for the two bodies. This really is critical to ensure that there are no conflicts of interest, that we create a project that is equitable in the way it serves

[10:25:41 AM]

existing service users because we need a capital metro executive director and CEO who will continue to serve existing users who are largely people of color and working class folks. It is critical to ensure trust with the community, because of the promises that have been made by all three bodies to ensure transparency as well to how we live up to these, and ensure that the governance makes sense in terms of how we're going to be addressing these issues. So, again, I thank you for this opportunity, and I hope that the comments of the advisory committee around the executive director and the equity tool will be taken seriously. Thank you all very much.

>> Thank you very much. Our next speaker, with apologies, fongfong. Staff, can you help me? Not here?

>> Mr. Chairman, would you be able to, after you announce them, if they are not present, is it possible -- I believe that they signed up in advance, could

[10:26:43 AM]

you at least announce what their intent was for speaking in I believe that was listed on their pre-sign-up sheet.

>> I'm glad to do that. If fongfong is not here, let me go to the next in-person speaker.

>> We have lost our outside phone connection. We're trying to reestablish.

>> Okay. We'll work down the list and get those that are present.

[Audio difficulties]

>> For construction workers. That's why I'm proud to work in our city, where the community leaders have consistently voted

[10:27:46 AM]

to improve the working conditions and quality of life of the workers who build it. I'm also proud that my union supported the transportation bond and voted to increase the -- improve the infrastructure of the city so that we can move people around efficiently. And also, prompts to create good-paying safe jobs that will train the workforce that we need to keep the city growing. In my role, I speak to a lot of workers about their experiences on the job, and some of them could be pretty harrowing. Talked with one guy who was on the site where the demolition crew, with no electrical training, was tearing out a high voltage system with just wire cutters and hacksaws basically. They said you could hear the pop, pop, pop as circuits shorted out all around the building. It's a miracle nobody was killed on that project. It was a public project. More commonly, we hear from workers who were misclassified as independent contractors, and forced to work long hours with no overtime. In addition, they lose their

[10:28:46 AM]

hours that they need to obtain a state journeyman license, which is the key to a good career in the electrical industry. Not only were their wages stolen on the job, their future earnings were stolen as well. You know, our workers through the union don't face these problems because we provide a degree of independent oversight over their work. But we believe that all construction workers in the city, and especially on this project deserve that same level of protection. That's why we want to ensure that whatever organization is set to monitor the projects for the project connect, it is truly independent. So we would ask -- we're encouraged by the events of the last 24 hours, the language that's been started and we hope you continue to work on that piece to make sure that it is a truly independent monitoring agency. So thank you for your time this morning.

>> Thank you for your comments. Our next speaker will be Bob

[10:29:46 AM]

batlin, who was neutral on city of Austin number 5. Is Mr. Batlin here or on the telephone? Next will be car minute polido. Either of them here? I understand Mr. Rose is here. Patrick, if you're here, I'll ask you to move to the podium. And then Carmen polido or Nancy Crowther. Mr. Rose is in favor and generally in support of the adoption and great progress over

[10:30:48 AM]

the last year.

>> Good morning. I woke up this morning at 3:00 A.M. And New Mexico. I was trying my absolute best to get here and I'm sorry to have missed the call earlier. I appreciate you working me in. My name, Mr. Chairman, mayor, is Patrick rose, and I'm a volunteer and business owner here in central Texas. Like many of you, I've spent much time over the last few years working to support the vision of a transit system that connects our community and our region in a manner that is robust, equitable, sustainable, and accessible for all. I was personally involved as a

volunteer in transit for Austin and will serve as the inaugural board chair of transit forward, the successor to transit for Austin, that just officially launched two days ago at the

[10:31:48 AM]

downtown redline station. We at transit forward will be a community-based, diverse coalition, non-profit in structure, it seeks to inform the metro Austin community about the benefits of an accessible regional public transit system and to advance the implementation of transit supportive programs and policies. We at transit forward are in the early stages of formation, and I am proud to be joined by fellow inaugural board members in person and by phone, Tina buoy, fongfong of the Austin asian-american chamber of commerce, Jeffrey clements, Nancy Crowther of the adapt coalition. In addition to thanking each of you, each and every one of you, it is my goal to underline transit forward's sincere and deserved appreciation for the tremendous progress of this past

[10:32:49 AM]

year, made possible by the professional staff and leadership of the Austin transit partnership, capital metro, and city of Austin. You are independent organizations whose collaboration is critically important. Since the passage of prop a last fall, we as a community have put our trust in your agencies, and you are delivering. You've advanced two new metro rapid lines, launched multiple new pickup Zones, and broken ground on redline enhancements. All in a quick and fast-paced 12 months. We at transit forward appreciate your service. We are committed to timely execution of voter approved projects. And we encourage you to continue to drive the pace of execution. This is a generationally significant opportunity. We appreciate your service, and thank you for allowing me to say a few words this morning.

>> Thank you, Mr. Rose. Our next speaker will be Nancy

[10:33:50 AM]

Crowther. And then after that, if he's here, David king. And after that, if she's here, zanobia Joseph.

>> Good morning, and thank you for allowing me to be before you today to speak, not only on behalf of transit forward, adapt of Texas, but also a resident of the city of Austin, and one who originally voted capital metro to come in. I had the fortune, the good fortune to work with capital metro for 25 years, and I can't

[10:34:54 AM]

believe how much we've done, and I'm so proud of whatnot only capital metro has done, but what the community has opened their arms to. It was a fight, a very big fight in the '80s and '90s to even get people on buses. Now, they voted, and they said, yes, we see the light. Project connect is now a reality, a reality that I voted for, that I worked for, and our community worked for. As I said, I represent one of the largest disability communities in the state of Texas, and that

is adapt of Texas. Our grass roots work has been in making all systems, all services accessible to all people, and people with disabilities

[10:35:56 AM]

included and also people with disabilities who are getting older. We want to make sure those services are equitable. We want to make sure and really appreciate the amount of work that capital metro and all have done to bring forth the equity to our community by having persons with disabilities involved in the creation of and the establishment of infrastructure, buses, training, awareness, the whole nine yards. Safety. Safety is so important. But the equity. I just want to say how proud I am too to see that there will be an apprentice program. I have seen so many talented

[10:36:56 AM]

people out there without jobs, because they don't have the skills. Bring forth the skills that not all of our other companies do, and please know that we're very much in favor of this joint group to bring forth the reality of this wonderful transit project connection. And thank you for your time and thank you for your access and your open minds to realize that we're all one big community and we're happy. Thank you.

>> Thank you so much, Ms. Crowther. Council member, go ahead.

>> Before you go, I'd like to ask you a question, if you don't mind.

>> Sure.

>> Thank you very much.

[10:37:56 AM]

As a differently abled person and as the daughter of a differently able mother, who is, despite her best efforts to remain 29 perpetually, aging. I have a question about a point of your commentary. You said something about addressing the needs of people who are differently abled, but aging. I'd like very much for you to expand upon that, and if it's not something that we could do succinctly, if I can get somebody from my staff to catch up with you, as you make your way back to the audience, I'd really like very much to get your insight on what it is that we can do to be very mindful of that population of people that I think are left out of the conversations frequently. Thank you, by the way, for presenting for us and thank you for your advocacy.

>> Thank you. I just want to say I'm the vice president of aarp chapter 2426

[10:38:58 AM]

in southwest Austin. It's the largest aarp chapter. And we actually were able to form, and I know Ms. Kitchen is very familiar with our role in stroll. It's a group effort to go out in public transit to see the world, and they love it! Because, one, they're going in a safe group, they feel safe. They know about the hazards out there. And we're teaching them about transit as we did



for people with disabilities. You've got to know how to use it. You've got to watch for what you've got to watch for. But now all our baby boomers are going, okay, now what do I do without my keys? And the world is there open for them. And if it's not a bus, there's a

[10:40:00 AM]

chariot, which is the door-to-door system, there's project access, metro access. There's so many different ways to get around that we just need to educate and keep those services in mind, because it's not just one form. There's so many different forms of transportation. So I'm real pleased to say part of the aarp is getting around, and we are. Thank you.

>> Thank you. Our next speaker, David King, if he's here. Don't see him? I understand our phone line is up. We'll come back to all of those. Is Zanobia Joseph here or on the phone? Not here. Mischa Ofkani?

[10:41:02 AM]

Here? Staff, I need a little help on getting our speakers up here. The next speaker I have is Emily last name provided against city of Austin item 5. Fidel Guzman will be after Emily. Welcome. You'll have three minutes.

>> Good morning, city council members, atp board members, and cap metro members. My name is Emily Tim and I'm the co-executive director and co-founder of workers defense. Workers defense is a membership-based organization that supports Texas low income construction workers in

[10:42:02 AM]

improving their living and working conditions. Workers defense is also part of the atx mobility coalition. I'm here today to comment on item 5 related to the joint powers agreement. And I'd actually like to change my position to neutral on the item, instead of against, to correct the record. First of all, I want to thank city council members, Austin transit partnership staff and cap metro staff for working with us to strengthen the workforce protection and living wage language in the jpa. Our members endorse project connect in 2020 because the contract to the voters provided the commitment to working families and to our communities by creating thousands of good, safe construction jobs in the deadliest state to be a construction worker. We appreciate the recent changes to language, which requires the on-site monitors present during construction to be accredited by a community organization that represents the interests of

[10:43:05 AM]

workers. We know standards required on projects are meaningless, without making sure that they are being followed. This will provide an additional layer of independent oversight, which is critical to ensure the additional wage and safety standards will be upheld. We ask you to please support this with your vote, inclusion of this new language. We also want to emphasize just

how important it is for independent monitoring standards to be on the entirety of the project connect investment. We also recognize that there will be many future supplemental agreements to follow the joint powers agreement. It's critical that these processes for these agreements are transparent and the community receives sufficient time to review and provide feedback. We believe it's particularly important for the community advisory committee to be included in this process. We also want to ensure the Independence of not just the on-site monitoring, but the governance of the Austin transit

[10:44:05 AM]

partnership and the agreement you all will vote on today. This too was promised to community and voters. It's crucial to outline the role and timelines for the appointment of atp's executive director, so as to guarantee the Independence of the three branches of the agreement. The project connect transit plan has the potential to transform our community, but these details matter. We ask you to please support the new language related to on-site monitoring and share Independence between the three branches voting on this agreement and additional transparency on future supplemental agreements. Thank you for your time this morning.

>> Thank you. Our next speaker would be Fidel Guzman, and I think we have an interpreter, so this will go six minutes.

>> Good morning. My name is Anna Gonzalez and I'll be interpreting for Fidel. I also want to clarify that our position in this is neutral.

>> Thank you.

[10:45:20 AM]

[Speaking Spanish]

>> Translator: Good morning, city council, atp, and cap metro members. My name is Fidel Guzman. I am a member of workers defense. I have been working in construction for more than 15 years. I work in plumbing and commercial projects. I do a little bit of everything. Today, I am here as a construction worker to talk about my experience in this industry and the importance of strong labor protections and oversight of worker standards.

[Speaking Spanish]

>> Translator: One year ago, members voted to endorse project connect transit plan. Because of the commitment to incorporate better builder

[10:46:21 AM]

standards.

[Speaking Spanish]

>> Translator: As construction workers, we face low wages, misclassification, no workers' compensation or medical insurance, no paid sick days, lack of safety, and losing our lives more than in other industries.

[Speaking Spanish]

>> Translator: Because of this, construction workers created the better builder program, with independent monitoring to ensure that all of those standards are met.

[10:47:35 AM]

[Speaking Spanish]

>> Translator: As a resident of the city, we appreciate recent changes to monitoring. We need to ensure that it's truly independent and ask you to continue your commitment to protect the people that will be constructing project connect. Thank you.

>> Thank you, Mr. Guzman. Next, Tina buoy, and then after Tina, Francis ocunia, and after that, jade Lavera.

>> This is a big room. Good morning, esteemed capital metro board members, atp board members, city council members and staff, my name is Tina buoy, and I appreciate the opportunity to address you today. I'm here to register my support of your agenda items to approve the joint powers agreement. The transit improvement included in project connect are long

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overdue, and we need all of your organizations to be seamlessly working together to ensure success. As you know, coordination amongst capital metro, atp, and the city is critical for this program. Thanks -- thank you so much for everything you, your staffs, and the communities have done together to accomplish so much already. I know it's been an incredible amount of work, and it reflects a whole lot of coordination. I'm a former city employee, and a former capital metro employee. And it's really incredible to see the amount of collaboration that keeps growing every day between all of your entities. I hope you'll keep it up, and I hope you'll keep encouraging your staffs to keep it up, and make it even stronger. I also hope that you'll continue to vigorously advance the values and principles that were the

[10:49:39 AM]

foundation for project connect. Equity, accessibility, the environment, and meaningful public involvement. The past couple of years have been really challenging, as you know, for our country, the world, and I think covid, climate change, and all the social injustices that have come to light have really stressed that we can't do enough to make things better for each other, and to do so as expeditiously as we can. Project connect is going to be helping on so many fronts. You know, for example, we need the good, safe jobs that will be created through the construction of the program, as well as the long-term transit operator jobs that will be created once it's built. Thank you for everything you've done to move so quickly to create those jobs, and for adding new elements like that apprenticeship program, and thank you for already having approved strong worker

[10:50:39 AM]

protections in the contract with the voters. Please make sure we honor and protect those workers who are building this city that we all get to love and enjoy. It sounds like there's a lot of progress that's being made. It's awesome. Finally, I just want to say thanks to all of the staff and the consultants who continue to work so hard to communicate what's going on with project connect. There's a lot, I do know. And thanks to them for soliciting the feedback that we need to ensure that project connect is the best it can be. Similarly, many thanks to all the community members who continue to give so much time and energy to help make the program even better, and build the support that we still need -- still need for transit. All of this is going to take a whole lot of collaboration and team work, and we need to continue working together. I think all of the

[10:51:39 AM]

accomplishments that have been achieved thus far are only because of that collaboration. So here's to all of us working together even more, and even better, and thank you for everything you've done to get us here at this point.

>> Thank you. I'm concerned that we don't have anybody at the podium. Is Francis Ogunia here? Jade Lavera here? Jennifer Lorde here? Welcome. Ms. Lorde is neutral on item number 1. Then Stacey Huntley and I'm going to tear this one up terribly, Yoal Conley, and Monica Guzman, Robert Thornton. Welcome.

>> Good morning.

[10:52:40 AM]

My name is Dr. Jennifer Lorde. I just wanted to say that when we heard the blue line was coming to our door, we were super excited because we produce -- we have a tremendous amount of outreach to the city. And when I first started, I didn't appreciate how much that was until I ended up on the board, and what we can provide is transportation to -- how can we get those people without cars to our door. And we provide outreach to underprivileged youth through the boys and girls club. We have park department kids come down. We provide service to cancer survivors and veterans and disabled rowers and spinal cord injuries. We provide experience for middle schoolers in areas like merchants in school. UT researchers have actually shown that it not only improves their physical outcome, but also their grades and their class

[10:53:40 AM]

attendance. And I just want to say that rowing is not for the wealthy and elite like most people think. That is certainly not the case at Austin rowing. We have people from all across this community, and every district. And we service juniors on up to 90-year-olds. We also offer scholarships so that money should not be an issue on whether you can row or not. So here we are expecting the line to come to our door, not through our door, so I'm here to ask that cap metro and atp and city council help find us a new home. We've been providing service to this community for 40 years and we would like to provide for another 40. And it's personal for me. I

was an underprivileged kid growing up, and without people and places like Austin rowing club, I would not be here today. Thank you.

>> Thank you, Ms. Lorde. We look forward to working with your organization. Appreciate your work in the community. Stacy Hundley. Welcome, Ms. Hundley.

[10:54:42 AM]

I hate to mispronounce this again. Mr. Conley, is that you? Monica Guzman. Welcome, Ms. Hundley.

>> Thank you. Thank you for having us speak in this public forum. I appreciate it. Thank you to mayor Adler, the city council members, atp board members, metro -- cap metro members. I am Liz Hundley and I am also supporting the Austin rowing club. I'm the president and I have been a member for about 12 years. I'm also a longtime austinite and I've seen the city grow, and I appreciate your efforts for growing our city. This is a great addition to our city. The transportation of our city is a tough issue. And I want to tell you, I really appreciate what you do to

[10:55:42 AM]

support our city as we grow. We at the Austin rowing club want to be a partner. This does affect us. The blue line is coming through our housing right now and we want to be a partner to you, not only as we come up with an alternative way to keep what we have here in Austin as we grow Austin for others, but we also want you to understand you're really our community partner. We're 40 years old. We weren't always the community partner that we are now, but in the last ten years, we have grown and we have grown up. I wish that our name was Austin community rowing, because that's really what we do now. We outreach to all entities. We have members in every one of our districts. We're all over the place. We all come together to promote health and outdoor activity for

[10:56:44 AM]

juniors, for racers, for adults, for many of our disabled communities, for many of our challenged communities, our outreach programs touch all facets of Austin. So I'm asking you to consider us as a partner, and as this affects the blue line coming through the road house, what are the next steps so we can help the city continue to have opportunities that bring people here. That's why everybody wants to be in Austin. We have a beautiful river, and we create opportunities for people to be on that beautiful river and have great interactions with city services, so please consider that partnership as you go through this process. Thank you for your work.

>> Thank you, Ms. Hundley, and I hope that all the people whose lives we disrupt in the next couple years are as graceful about the process. We appreciate you. Mr. Conley, you'll be next, and after Mr. Conley, Mr. Thornton.

[10:57:45 AM]

>> Good morning, all. Some of us stayed up until pretty late last night trying to keep track of the changes, and then woke up really early this morning as well to sort of read the last draft. It's good to be here. I know there's lots of folks who are going to be here sort of congratulating and thanking and celebrating what's taking place today, and unfortunately, I can't be one of those folks, although I am appreciative of the tremendous work that some of our council members and some of our board members and staff put in to making this draft as good as it could possibly be. And I see and recognize that work. But last year, in the lead up to the election, some of us worked very, very, hard to convince our communities that project connect was a good idea, and that means that we had conversations with folks who were extremely skeptical about project connect, and we told them that project connect was going to be a good idea, because it would contain strong commitments to equity, to community oversight and participation, that it would have an empowered community

[10:58:46 AM]

advisory committee, that it would have anti-displacement measures and more. And all of these pieces are crucial to the project, and that's why I can't join the cheerleader club today. I have to do my due diligence to the folks who I worked so hard to convince to vote on this project. And so some pieces that I want to highlight as you get ready to vote on this project is the process for future supplemental agreements. There are many, many, many unanswered questions about the document that you guys are about to sign. Many unanswered questions. And those questions will have to be answered in future supplemental agreements. So we need really clear language that tells us who will be at the table when those supplemental agreements are signed. How the community will engage. Here we are, we're voting on a document, the final draft was released this morning. So that gives us exactly zero opportunities to bring community engagement into this kind of process, right? So hopefully, we can do better with our supplemental agreements

[10:59:47 AM]

moving forward. Another serious concern is that we were promised three independent bodies, and, you know, I have my own definition of Independence. I think some folks here have a different definition of Independence. Maybe it's the new meta Independence. But my idea of Independence is that each of those three bodies have independent executive leadership, so that there's a system of checks and balances, so that we avoid conflicts of interest, and so that our current existing infrastructure and current riders have the full attention, support, passion, and brain power of an executive leader, and meanwhile, the construction efforts and the new building efforts have the full attention, focus, and support of an executive leader, just as the city has its own city manager. And so, I know that you guys are not going to define that today. We are going to move forward with what is supposedly a temporary situation. But I think the community deserves a clear timeline about

[11:00:49 AM]

when that decision will be made, how that decision will be made, who will be consulted in that decision, who will be at the table when that decision is made, the community deserves to know this. You know, the morning before the contract with the voters was signed, until the word interim was substituted for seceding, and it was voted on and approved. So, let's hope that that interim seceding position that we can have some real clarity and transparency for the community around when that decision will take place and how the community will be able to weigh in on that decision. Because I know there are many, many folks who are not here today, who are not here congratulating you all, who have these concerns, and I answer to them and I'm accountable to them. Thank you for making the time to listen to me. I hope you vote wisely today. Thank you.

>> Thank you, Mr. Conley.

>> Mr. Chair, may I ask a question of the speaker?

>> Go ahead.

[11:01:49 AM]

>> I'm sorry, I didn't catch your name, sir?

>> My name is Ron Paulo Connelly, the organizing director for the justice coalition.

>> Thank you. Have you attended a cap metro board meeting recently?

>> I watched the board meetings remotely.

>> Okay, great. Have you commented, signed up in public comment with cap metro board meetings recently?

>> No, sir. Well, I have commented -- I did comment at a recent cap metro board meeting, yes, when the decision was made.

>> Great. Thank you very much. Appreciate you showing up today and giving us your feedback.

>> Chair, I have a question.

>> Go ahead, please.

>> Mr. Connelly, you were appointed by cap metro board and by the city of Austin to the cac; is that correct?

>> Yes, that is correct.

>> And you have been participating with project connect very actively as part of the cac; is that correct?

>> Correct.

>> Okay. Thank you.

[11:02:50 AM]

>> Any other questions for this witness?

>> I don't have a question, I have a comment.

>> I'm sorry, I'm having a hard time picking up --

>> I don't have a question, I have a comment. Mr. Connelly, I really appreciate you bringing something to the fore about how we rushed through and therefore we lose many voices. So I want to appreciate you bringing that to the fore and for your comments. Thank you, sir.

>> Thank you.

>> Mr. Thornton. Thank you for being here.

>> My name is chap Thornton, a business playing for the plumbers and pipe fitters local union here in Austin. I represent approximately 1,600 members that live and work and try to get around in our Austin area. I'm a proud generation -- third generation plumber, and a second generation austinite. I'm excited for the future of

[11:03:51 AM]

Austin and project connect, not just because it's construction and I happen to represent folks in the construction business, but because I have a lot of members who complain of trying to get in and out of the downtown area and the university of Texas area. So we've been supportive of this from the beginning. I've seen the good and the bad of construction practices and the treatment of construction labor, not only through all my years in the piping trades, but also city plumbing inspector for nine years. And that experience really opened my eyes because I grew up

-- like I said, I'm a third generation union plumber and a proud, proud representative of labor, but those nine years with the city of Austin really opened my eyes to all of construction practices. My membership, the membership I represent, has protections by working under a collective bargaining agreement that a lot of folks in the construction industry do not enjoy.

[11:04:53 AM]

Organized labor, supports, the independent monitoring of construction projects, because while there are rules out there, they're only as good as the enforcement. Organized labor also supports equal powers between the entities in project connect, city council, capital metro board, and the Austin transit partnership board. And I do want to thank capital metro board for the additional language that has been added to the joint powers agreement. Thank you.

>> Thank you for coming down, Mr. Thornton. Our last two speakers on the list who may be here are Kevin rhinus and Tony Hamilton. Either of them present? Thank you. Then staff, if we can get to the phone lines.

>> Good morning. My name is Kevin ranis and I'm

[11:05:57 AM]

the executive director of the Austin rowing club. We are a 501c3 non-profit. Thank you for the opportunity to speak today. Just a couple highlights about the boat house. This last fiscal year, we crossed 2 million in revenue for the first time, coming in at 2.3 million. We wrote and were proud to write the largest lump sum payment to the city and the parks department in an amount over \$172,000. We invested \$100,000 in capital improvements at the boat house, just last year alone. And we spent \$67,000 in maintaining and repairing the boat house for the benefit of the community. Fun fact. Tomorrow, we hold the 37th annual head of the Colorado regatta. Come on by. You'll see over 400 entries, clubs from 26 organizations across the entire southwest with youth, collegiate, and masters. However, as you all know, the boat house and all its amenities and public benefit will be



[11:06:58 AM]

destroyed as part of project connect. A public input process was held on October 12th to discuss the blue line Trinity bridge crossing. Public input was shut down, regarding destruction of boat house facilities, amenities, and public benefit. There were nearly 200 attendees in the public input form. My microphone was actually shut off after I provided input, and most of the other participants were not permitted to speak about the bridge's impact to the public amenity. I am sad my voice was turned off along with others at a public input forum seeking input about the planned bridge, which will destroy the boat house. The services and amenities offered can be restored in the Trinity's free bridge crossing. This would create a world class design and set of amenities for the benefit of all in Austin. I think a full and candid public feedback process is an essential part of working towards a future that will include a new location

[11:08:01 AM]

for an important Austin community asset that is available to the public. Perhaps, with your direction today, the staff leaders at cap metro and the city would be willing to engage in these important efforts to relocate Austin rowing club's activities in a publicly available boat house. I have received recent invitations from Jackie neuronburg to dialogue which I very much appreciate, Kimberly Mcnealy from pard has also reached out to open a dialogue and I appreciate them as well. I'm hopeful that cap metro and the city will initiate a meaningful conversation for the future of the boat house and recovery of the amenities, which will be destroyed. I thank you for all the hard work. Been in Austin for 23 years. I think project connect is a fantastic development for our community. Thank you.

>> Thanks for coming down.

>> Chair? I want to thank the speaker for

[11:09:01 AM]

his comments today, as well as the speakers before and potentially after about the boat house. I do think it's an important community asset and important community resource. I'm certainly prepared to provide that direction to our manager that the city council explore options for that. But if it's appropriate to do so within this group, I'm prepared to provide that direction as well. I do think we need to problem solve for another appropriate location.

>> Thank you.

>> Is Mr. Hamilton here?

>> Chair, I'd just -- council member Kelly here. I just wanted to acknowledge council member tovo's direction there and her plans. I would say I support that as well. Thank you very much for leading that. And then I wanted to let you know that fongfong is on the phone, unable to make it in person, but still would like to speak.

>> Very well. We'll start on the phone list now, I think. Mr. Hendricks, is he available?

[11:10:02 AM]

Or if you have them in a particular order, just let me know.

[11:11:05 AM]

>> Are we close, or do we need five minutes? I'm going to suggest we take a five-minute recess while we get this --

>> That would be appreciated. Thank you, chair.

>> All right. Let's recess for five minutes, or as soon as we get the phone back. Thank you.

[11:19:36 AM]

>> Are we good to go? Not yet. Still in recess.

[11:23:15 AM]

>> I think if we could come back into session. What I'd like to do is start up with our presentations while we work on the connectivity issues. To our speakers, if you can hear me, I don't know -- can they hear? To be clear, until we get the connectivity issues worked out, we'll start working through our presentations, and then when we hit an available stopping point and have you connected, we'll

[11:24:16 AM]

get back to our speakers. Now I'd like to hear from atp, cap metro, and city staff on the first project connect annual report. Randy, I'll hand it over to you.

>> Thank you, chair. Appreciate that. If we can get the slide deck keyed up to the management report?

>> Chair, if you could give us a moment, we're going to try one thing with the speakers, and then we will go to the presentation.

>> Very well. I know we start losing people at 1:30, so we all need to peddle

[11:25:19 AM]

fast.

>> Chair, also, if I may take a moment, I need to step out into the lobby at noon to do a 30-minute thing. And so, just to put that on the record. I'm still here, but I have to do that thing at noon. Thank you.

>> Thank you.

[11:27:58 AM]

>> Okay. You up there on the I.T. Side? Thank you. Chair, thank you. Appreciate the opportunity to be with you all today. And I really just want to acknowledge all the policymakers that are

here. It's an incredible, again, example of an amazing partnership that started with two organizations, and now three. And I'm really proud and honored to deliver the first project connect management report on behalf of the overall team. So, if we can just move to the first slide here, I think it's really important that we use today to realize the year of success we have had as an overall team. And it has been just less than a year since the voters gave their stamp of approval that said this community needs project connect to move forward, to be a much healthier, equitable, sustainable city for the people that live here now and the people living here in the future. And so, those are some variety of media clips and their

[11:28:58 AM]

headlines that showed the various things that we've accomplished. Again, all highlighting the word "Team", what we accomplished as a team. I want to really just talk about a couple program highlights in 2021. You know, it was only, again, 51 weeks ago that the vote occurred. We also then had to establish an organization, a board, lots of staff, had to be hired, and then work on the actual schedule that's in the sequence plan that was in the contract with the voters. So we have a schedule of a variety of projects. I constantly use the term project connect is not a project. It is a program. It is a program of projects. And they all have independent of their own funding stream, their own schedule, and lots of different individual teams working together, but in a larger collaborative program. So, in September, we were able to kick off the double tracking component on the red line. This is a big kickoff for this

[11:29:58 AM]

program. It allows us to, when completed, to run much safer, more frequent, and more reliable trains on the redline, and that will serve the entire red line alignment, when that is done in fall 2022, and we met actually our schedule for that. We launched three project connect funded pickup Zones, and we did those all per the schedule that we were committed to do. North oak hill, south manchaca, and dessau. They're part of our zone operation throughout the city. A couple of those were very specifically targeted to, if you will, transit deserts or areas of the community that really needed some transportation, especially for some either low income or underrepresented parts of our community. And again, the team did those on schedule. And in September, we took a couple other big steps. The cap metro board, working under the Ila between cap metro and atp to deliver the metro rapid projects on behalf of the

[11:31:00 AM]

program, did a procurement and awarded almost a 200-vehicle electric bus fleet, actually the largest electric bus procurement so far in the history of the United States. And inside that procurement, not only is it repair for normal cap metro bus replacement, it is the new buses that will be delivered for both the expo rapid line, the pleasant valley rapid line, the oak hill and Manchaca, and the gold line. We'll start production with that manufacturer to meet the schedules needed, to meet our schedules for pleasant valley. Next thing would be governance and management. I want to give a special recognition to the atp board. Two individuals are

represented, both cap metro and the city. But the other three individuals are community members, volunteering their time to be part of this amazing experience here for our community.

[11:32:05 AM]

I want to thank them for not only volunteering, but their commitment. They've already had a lot of long meetings, and I think they're realizing that they're going to have many, many, many long days and long meetings ahead, but we really appreciate their willingness and commitment to advancing this program. I really want to tlang the entire staff partnership, and especially highlight our partners at the city. Both Spencer and Gina are here today, which I very much appreciate they and their entire staff are working hand in glove with all the cap metro team, and the new atp team to deliver this program as the voters have dictated for us to do that. And none of this could happen without that amazing partnership. So, I'm going to hand it over right now. There's going to be a group of staff members go through at a relatively good cadence here of various highlights with the management report, because I really think it's important that some of our amazing, diverse,

[11:33:06 AM]

talented, experienced team members show this community what we're doing on behalf. So I'm going to start off with Peter mullen, the chief architect, the chief of architecture and urban design for atp.

>> Thank you, Andy. Appreciate it. Next slide, please.

>> I hate to interrupt for a little bit, and I'm sorry, Mr. Mullen, but since the screen is so far away, does the audience have a copy of the slide deck? Can y'all see? Yeah, do they have copies? I mean, I know that the screen is a little far, so I was kind of turning around to see if you guys had a screen closer. And I appreciate the staff sharing the slide deck. Thank you. I'm sorry, Mr. Mullen.

>> No worries, no worries. So I thank you, atp board, council members, cap metro board members. I just want us to say a few

[11:34:07 AM]

things about how we're approaching the program under executive director Clark's leadership. Because we're really trying to take a holistic approach towards the program. Holistic and human centered. It's not just about moving trains. It's about delivering outcomes for our community, and those outcomes are really guided by three core values. The first is opportunity and equity. And what we are motivated by as a staff, and I think as a team, among all the agencies working on this, is about how do we connect people to the important places and services that they need, and particularly for those who are transit dependent or might have mobility challenges, who need these services the most. Because that is the opportunity that project connect brings. It's not just about the infrastructure. It's about the outcomes that it will

deliver. Jobs, education, healthcare, other services. That's what we're connecting people to. And so, we try to, you know, see

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all of our work through that lens every day, and try to imbue our work with that, with that lens. And particularly, I want to point out, you know, addressing part of this program is about addressing affordability challenges in our community. And that's why the \$300 million anti-displacement fund is so critical part of this program. And I think you'll hear more about that from the city in a little bit. Next. One last thing. I wanted to thank Nancy Crowther. Her comments earlier. She could have made my presentation for me. I mean, really, she just highlighted all the issues that we considered, and I think the accessibility is really crucial. This is all about providing access to as broad, diverse group of our community as possible. And that applies to people of all abilities and ages. Next. Okay. So, we know that building a transit system for Austin is going to be potentially one of the biggest if not the biggest contributions that we can make

[11:36:08 AM]

to mitigating and addressing climate change in our community. Getting people off of -- out of their cars, and be able to use an energy efficient system is going to be crucial to that sustainable future. And so we are trying to lean in to that aspect of the program again, in every part of the program possible. So, that's partly about going to an all-electric fleet, and Randy touched upon that a little bit earlier. But also, you know, how do we manage water. How do we reduce waste during construction. All these aspects of not just the operations but of the construction of the system, we have to look through that environmental and sustainability lens, and it's, again, part of everything we do every day. The third value is about innovation and technology. And I think bringing innovation to sustainability measures is part of it, but it's also about using the latest technology in terms of vehicles and systems

[11:37:08 AM]

andal crows. You know, one of the benefits that we have of not having a legacy rail system in particular is that we really can use the cutting edge technology. We don't have to adapt to some kind of legacy technology that would compromise our ability to be as efficient and technology forward as we can with our system. So that's a real benefit, we're really leaning into that in terms of how the vehicles are powered, and all of the control systems that we're building in to the technology that's the backbone of the system. I would say the use of technology and having innovation mindset lens, we bring to every aspect of the program. And I think that applies to everything from how we -- from engineering, but also urban design, and place making, but also to community engagement. We'll talk a little bit about this. We're really trying to use the

[11:38:09 AM]

most effective methods we can to connect with as many members of our community as possible. So, I think Randy touched on this a little bit ago, but our holistic approach applies to how we view the system itself. The system is the key. It's not about any part of it. There are just one part -- it's an important like the larger system. What we are focusing on every day, is about how these pieces intersect with one another. Those intersections, and that system-wide network-wide efficacy is really what is going to make it all work. So light rail, regional rail, the downtown tunnel. You know, the bus service, the pickup service that Randy talked about. All of these pieces have to work together. And I think it also applies to the whole notion of the team that is implementing this. It's not atp by itself. It's not cap metro by itself.

[11:39:10 AM]

It's not the city by itself. It's really about how all these entities work together to make -- to move this program forward, and I think the year that we've been working together has really demonstrated our ability to do that. Next. And lastly, just to talk about schedule. So, this is the sequence plan that was in the contract with the voters. And I think there are a couple of key themes to highlight here. One is that we're moving all aspects of the program forward, starting now, right? The head of the asian-american chamber told a story a couple days ago about this Chinese proverb, which is, you know, the best time to build a tree is 20 years ago, the next best time to build a tree is now. The same idea applies towards this program. So really the focus on -- moving all these aspects of the program forward now is crucial, and that, you know, that motivates us every day to keep this thing

[11:40:11 AM]

going, and to deliver the services that the program will deliver to our community as soon as we possibly can. Because they're needed and they're needed now. You know, I think the -- so that's, you know, just to say we're really motivated by the schedule and delivering the services, and so I'm going to -- obviously, part of that program is about engaging the community, and I want to pass it to Jackie, who is our -- the atp director of community engagement to talk about how we're engaging the community in this process. Thank you.

>> Good morning, board members, council members. My name is Jackie nurenberg. One of the most exciting developments in the project connect program and one of the most visible and tangible is a new space that's being developed as a collaborative space between our three partners, the city of Austin, capital metro, and the Austin transit partnership, so

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that we can collaborate together, both symbolically and physically. And this space is being prepared now. We're excited for its opening in early 2022. We'll be inviting you and the public to join us for an open house. That space will also have spaces for public meetings and advisory committee meetings. So it will truly be a space for the community to celebrate this program. Next slide, please. So our road to project connect has been a long, long journey with our

community, and I first want to say I'm so grateful to our community members who have volunteered their time, their energy, their opinions, their feedback to help us get to this point. To date, through in-person and virtual engagement, we have engaged over 82,000 people in our community. We have a long way to go. We never can do enough community

[11:42:11 AM]

engagement, and I will always stress that. When the pandemic hit, we had to, like everybody else, pivot to virtual engagement. We found that we reached a lot more people, which was wonderful, but we also recognize that there are people who will not engage with us virtually or cannot engage with us in that way. And we look forward to getting out to the community to meet people where they are again as soon as possible. Next slide, please. One of the most exciting developments in the program from a community engagement standpoint is the fact that we've been able to stand up a number of community committees to help us engage more deeply with our community. We establish the community advisory committee, and we've also established three technical advisory committees to our board. Those committees are the planning sustainability equity and dba committee for which the liaison is Dr. Burnett. We established the engineering

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architecture and construction committee for which the liaison is chair Castro. And the finance and risk committee for which our chair is Tony Elkins. In addition to these committees, we also want to mention that we have the project connect ambassador network that has been meeting for years, and these are just groups of very committed volunteers who are advocates for transit and help us be a soundingboard for public facing materials and for just help us spread the word about project connect. So we're grateful to them, and also our inner agency technical advisory group comprised of staff members of our partner agencies. Again, a big thank you to our community for being involved every step of the way. And now I'd like to hand it over to the city's mobility officer.

>> Good morning. I think it's still morning.

[11:44:14 AM]

May York, council, board members. Mobility officer for project connect. I have the pleasure of leading a team that represents the city's role in the partnership that we've been talking about this morning and the importance of each of the agencies in the delivery of the project connect program. So this is a photo of the program office that Ms. Nurenberg spoke of, where my group, the city of Austin, project connect office, cap metro folks, working on parts of project connect, and the Austin transit partnership staff will all be housed together, working together day in, day out to deliver project connect. Next slide. I hope many of you were at the open house. That was a photo of the open house we had in the parking lot, just about a week ago. So the city of Austin and project connect. We have a dedicated team that is

[11:45:17 AM]

housed within the city manager's office, and reporting to assistant city manager Gina, who as you all know, had a very important and instrumental role leading up to the passing of project connect, and we thank her for that. The city's team -- the city project connect office, I see as a continuation of the partnership that wuss started in really 2016, 2017, when the city embarked on updating its -- overhauling its overall transportation plan, and we knew that high capacity transit had to be a component of that plan. We went through an extensive public process, and where we landed was that the project connect system plan was part of the city's ordinance and the city's transportation plan. So this implementation, now that the funding has passed to implement high capacity transit is a continuation of that partnership, and it is the city's vision, and so we are pleased to be side by side.

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What we do in our office is really two things. We unify city departments and we collaborate amongst ourselves within the city to make sure we're speaking with one voice and that we are supporting the needs of the technical aspects as well as the equity aspects of implementation of the program per the values that Mr. Mullen spoke of. We also have a big part in the environmental impact statement, in coordinating the city having one voice, as to the various inputs and expertise that we have related to environmental protections as we go through the environmental impact process for the Orange line and the blue line. So a lot of coordination and collaboration happening. Next slide, please. As mentioned, the project

[11:47:19 AM]

connect program has 300 million . That is unprecedented across the country. We are really being looked at and held up as a model for what we can do with managing anti-displacement. That is being managed in our housing and planning department. And so we are collaborating the city project connect office collaborates with housing and clubing on programming that funding. So they are in the midst of putting their guidelines together. They should have them done by the end of the year. As you all know, there's \$23 million that has been already allocated for that. The biggest thing that they did over the last year was creation of the equity -- the racial equity anti-displacement tool, and boy, did they work hard on that tool with the community, with the community catalyst, and they have told me that that tool be ready to be in action come

[11:48:21 AM]

January. So that's really exciting, as we look at the year in review of what we've really accomplished, both on the technical side of the program, but also on the anti-displacement side. And so, with that, I'm going to hand it over to my longtime colleague Greg caneli, who is now with atp. Thank you.



>> Thank you. My name is Greg caneli. I'm the cfo with the Austin transit partnership. It's great to be back in front of everybody today. I just wanted to give you a quick update on where we are on atp's funding and budget a year ago. As we know, the successful election resulted in an annual funding from the property tax revenue. Those procedures and processes are in place now with the interlocal agreement. I really want to give a shoutout to Ed and the city and his entire staff for working with

[11:49:22 AM]

us. They're really critical to have in place as we start heading down the road of financing project connect to have the processes and the procedures around the property taxes in place. A lot of work and we appreciate it. Cap metro is also a funding partner. So the highlights of this year's budget, this was the first atp full year budget that has been in place at over \$300 million. Not surprisingly, the majority of it is a capital budget, which is a multi-year budget as we go and work on all of these at different elements, projects of the overall program. So about \$266 million of it is dedicated to our capital projects. As you can see here, a lot of that is for the Orange line and blue lines, but also some of the projects that are under way, that cap metro is already in the process of implementing on behalf of atp. I think a key highlight, anik talked about the anti-displacement. It's just really fantastic that we're able to include funding for this as part of the vote and as part of our annual budget.

[11:50:25 AM]

For this year, we were actually able to increase the funding up to \$42 million from last year's \$23 million in accordance with the sequencing plan. This is a great partnership, working with housing and planning to get those funds over to the city as they do the acquisitions. In addition, we have the funding

-- to start funding operations as some of the metro pickups are happening, as well as shared services. One of the models that we have is if there's an opportunity to leverage experiences and shared services at the city, anik's group is a great example, and at cap metro, we want to fund those instead of atp having to build all of that functionality. Finally, I'd like to say, our budget is up on our website from a transparency perspective, it's really important that atptx.org, and we're really proud that this year, we're able to have, as part of our budget, atp created its first set of independent financial policies, which will be really critical to us as we move forward over these many

[11:51:26 AM]

years that are going to help manage from a policy perspective around our budget and our debt on a go forward perspective. With that, I'm going to turn it over to -- who is going to walk you through some of the projects that cap metro is implementing on behalf of atp.

>> Thanks, Greg. Good morning to the capital metro board members, city council members, as well as atp board members. It's my pleasure to be here today to talk a little bit about the work that's been going on in support of overall project connect. It's been mentioned multiple times

that this is a generational opportunity, and we are trying to create high capacity systems for transit by 2030 with a very ambitious delivery that comes along with it. Our job, the projects that I'm talking about today we're

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speaking to are the four metro rapid brt projects that are early outs of project connect. It's been an exercise in incredible collaboration and participation, partnership between Austin transit partnership, city of Austin, and cap metro in delivering those projects. Wanted to share the highlights, and you can see that on the slide, the schedule -- the key milestones for that. Categorical exclusion was approved, which is the environmental review for expo and pleasant valley brt lines, were approved in may 2021. One of the most significant milestone in the project was president Biden's fy22 annual report that ataded both expo and pleasant valley for funding recommendations under cig. It's capital investment brand for small starts. It is one of the most discretionary grants formula under fta, and we are very proud

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that the planning process that's been undertaken, under project connect, that help us come to this point. Pmoc, or project management oversight consultant was assigned by fta as we are entering into project development. And again, our president and CEO mentioned that our bus procurement for 200 electric buses, it's one of the largest procurements and it's a key milestone in cap metro's electric infrastructure project. It's tied to this project, both expo pv gold line and Menchaca oak hill lines would be supported under this procurement. The gold line and Menchaca as well as expo and pleasant valley are all on schedule. We analyzed options for federal funding and project implementation phasing. We completed that in August of 2021. Anticipated start date for gold line is January 2020,

[11:54:30 AM]

construction January 2023. Menchaca anticipated start of construction is June of 2022. The projects are moving really well, and they're all on schedule. Next slide, please. The two other components for project connect, you may all be familiar with Mccullough station. It's on schedule. It's supporting Q2 stadium and red line's growing popularity in providing access to the new stadium in Austin. 30-person design was completed in August of 2021. Anticipated station opening in fall of 2023. I wanted to remind everyone, these are very ambitious and aggressive timeline that we all are working together and fulfilling to its completion. One of our key operational

[11:55:31 AM]

improvement priorities that was under project connect. Its moves are redline to improve its operational frequency to a point where it could serve as regional rail. So we are maximizing frequency on red line. Anticipated construction completion is fall of 2022. Last, but not the

least, I want to talk a little bit about the neighborhood circulator that was also mentioned in earlier part of the presentation. We are launched three Zones under project connect. The dsol was launched in June of 2021. South Menchaca was launched next month, the following month, in July of 2021, and most recently, we launched north oak hill in August of 2021. We are also creating a public-facing dashboard for all of our ridership statistics and any updates to our neighborhood circulator, known as pickup. It sits at the intersection of

[11:56:32 AM]

demand response and innovative mobility and fills in the gap for our fixed route and future rail. So with that, I will pass it on to John Roane, deputy program officer for atp. Next slide, please. And technically it's still before noon so good morning. I'd like to update you on the design progress for the Orange and blue line projects. The current status is that they are on schedule and we will have engineering and field activities that continue going forward, so to walk you through those tasks through the remainder of the year and those that will continue to progress. First we have surveys that will continue to be completed for geo tech borings at different locations throughout the alignment. That timing is January of 2021. And then we have heritage tree surveys that are

[11:57:32 AM]

currently in progress. As you may recall the 15% design submittal package was provided for review and comment. Those comments have been dispositioned with the technical stakeholders and revisions for the final submittal is currently underway. That was completed in June of 2021. As well we completed the scheduled borings for the tunnel boring in 2021. And also the archaeological noise and vibration and environmental field investigation is currently underway. The next items are currently in progress, and we will continue the activities of continuing the communication and coordination with the city of Austin, the roadway, the bikeway, ped way facilities as well as the development part of the projects. The initiated next round of subsurface utility engineering for the 30%

[11:58:32 AM]

design is currently in progress. As well ongoing development of traffic analysis, hydraulic analysis for the FEMA creek crossings, as well as continued water quality and drainage impact analysis continue to progress. Next slide, please. So what I'd like to do is to provide you with the look ahead of some of the key milestones and important activities that we have coming in the remainder of the year and next year. So first the groundbreaking as Ms. Miller touched on for construction will be winter of 2021-'22. And the groundbreaking for pleasant valley construction as well will be that same time frame, winter 2021-'22. And we have our small storage grant agreement for expo and pleasant valley that will be spring of 2022. The groundbreaking for

[11:59:33 AM]

mckalla station will be spring of '22 and then we continue into the summer and we will have activities for submitting our ratings package to the fta for the new starts evaluation of the Orange and the blue lines. We will continue that with the draft environmental impact statements that will be available for public review in the summer of '22. As well we will finalize our 30% design plans for the Orange and blue lines. The next steps will be the Nepa record of decision that we will receive in the winter of '22. That's a key takeaway and a milestone I'd like for you all to keep in your pocket, as well as submitting to the fta and receiving entry into -- entry into project engineering in the summer of '23. And of course, to keep our eyes on the prize, in the fall of 2024, receipt of our full funding grant agreement. So it's an honor to speak

[12:00:35 PM]

with you today. This concludes our project connect management report. It's an honor for the council, the chair, the chairs of both the atp and capmetro board's, executive director Clarke. The milestones we show and we speak to you today are very, very important to the program and the timing in order to be successful. We've identified some on the bottom of the screen that are an example of where we came from where we came from where we're going. The locally preferred alternative was June of 2020 and I'd like to remind you that the project connect referendum was November of 2020. And that was almost a year ago. So take a step back, pat yourself on the back but

[12:01:37 PM]

don't break your arm and appreciate yourself for the hard work that you've done for the community. That's why we are here is to -- that's why we are here is to provide services to the community. Moving forward we have the Nepa record of decision winter '23, entry into engineering summer of '23. Full funding grant agreement, 2024, lots of celebration. That concludes our presentation. Thank you.

>> Clarke: Thank you, John. Really appreciate that. Chair, again on behalf of the entire team that is working on this, that is the first project connect management report and I want to thank all the staff that are here that presented, all staff that didn't present and all the staff that are diligently working away at offices or wherever they currently may be, thank you, thank you. I'm unbelievably grateful to be part of such a team and the people we've selected to move this project forward.

[12:02:37 PM]

>> Chair: Randy, thank you for that. And I have to say it's amazing really to think about this time last year we were worried about an election passing in the middle of covid and now we're talking about three years from now being in a position to have a full funding grant agreement on these projects. I've told Randy several times and I have to change what I'm telling him from all gas no brakes to all battery no brakes. And it's tremendous what we've accomplished and I'm so proud of the collective efforts. It's not just our team, it's the city team and the growing

atp team. But as John pointed out to us, as much as we've accomplished, we have to say very focused on the fact that we have to get the full funding agreement before the administration changes. The administration changes, everything changes. We're delayed, who knows

[12:03:37 PM]

what happens after that. So as fast as we're going we've got to keep going fast. Peter, thank you. Jackie, thank you. Annick, thank you. Greg, thank you. Sharmila, John, everybody on both staffs, Spencer and Gina, thank you for the great collaboration between our respective organizations. Let's keep it up, all battery no brakes. Chair, would you like to make some comments about the presentation and we'll open it up, bearing in mind that we have about an hour and a half to get our business done here.

>> Yes, there's a lot of work to be done and I don't want to run out of battery. I know everybody has been pushing hard. The gratitude extends and we keep saying that all our kudos to the staff. I'm going to say this time in Spanish because I know

[12:04:38 PM]

that it cannot be overstated, but we are grateful. And -- [speaking Spanish].

>> I'm saying it's the fruit of all the efforts to bring us to this place and I can't say it enough. Thank you, thank you, thank you. And to all the staff. So this is a remarkable beginning first year. Thank you.

>> Chair: Thank you, chair. Any other comments? Member kitchen?

>> Kitchen: I have some questions. So are you ready for that part of the.

>> Chair: Yes.

>> Kitchen: And I do also want to thank everyone. It's been an incredible

[12:05:40 PM]

effort of everyone that's involved and the community. The community has been at the table with this process and as we've heard from them earlier today and in other settings of course they want to be at the table, this to be a joint effort. I appreciate their efforts, I appreciate the efforts of everybody on the boards and also from all the staff. So it is an amazing effort. So I do have some questions so I'll go ahead and get started with those. I think having the project management report is an excellent way to make sure that community understands all the work that's been happening and what's next. So my questions are just designed to make sure some things are clear. So the first thing I want to

[12:06:41 PM]

ask about is the slaughter park and ride and the slaughter brt. We all know and it's been clear that the extension of the light rail further south on slaughter is not in the initial investment plan, it's a later activity. But what we have talked about is how the slaughter brt, which goes all the way down to slaughter, goes from south congress all the way down to slaughter, will be

integrated into the Orange line as far as the Orange line goes. And we also have plans for a park and ride at the southern end there at slaughter. So you would just like the staff to explain what that's at and expected in terms of the integration of that slaughter brt with the Orange line. I have folks -- I share a part of that area with

[12:07:41 PM]

councilmember Fuentes and I have folks that live along slaughter that are curious and just wanting to understand what they can expect in the future with the way that the brt might be integrated into the Orange line and also the expectations around the slaughter park and ride. The other kinds of questions that I'm getting is just we know that I-35 and the southern portion of I-35 is also a project that's underway and so part of the question is how does that work with the slaughter park & ride. So I think it's important. And I let my constituents know that I ask that so that we can get that in a public way that they can hear. So I don't know who the right person is to speak to that.

>> Clarke: I'll take that for the sake of time unless I don't have an answer to or

[12:08:42 PM]

staff tells me I answered incorrectly, I'll answer any questions you have. So related to the Orange line while the initial investment goes in the scenario to stassney, we are doing the Nepa clearance for the entitle alignment that we committed to do and we're working with the fta on that. As part of that process we'll be looking obviously at the long-term park & ride solution in that area. There is a park & ride in that area now, but diligence will be going on through that Nepa process to see how a southern terminus would work related to that. Second, when we talk about brt from stassney to slaughter, what we committed to in the contract with the voters and entire sequence plan is the 801 would get an increased frequency.

>> Kitchen: That's what I meant.

>> Clarke: And that 801 frequency would quick in when the online goes into revenue -- Orange line goes into revenue service.

[12:09:43 PM]

So the 801 would hit that increased frequency and people could connect from the transit center park & ride, whatever we come together with at slaughter area up to the stassney area with high frequency 801 service. Hopefully that answers your question.

>> Kitchen: Yeah, that's great. I think that's clear for folks. Can you just remind them of the timeline for that?

>> Clarke: Again, it's a new park & ride at slaughter and increased frequency. That will go in connection with whenever revenue service starts on the Orange line. So the sequence plan we have that scheduled, it says nine years after it starts and start is based on federal approval. So approximately the 202019, 2030 timeline depending on the federal process we can get through.

>> Kitchen: I appreciate how responsive staff has been and I'll be talking to

[12:10:43 PM]

capmetro staff about the bus service along slaughter and how folks living in that part of the world can look forward to connecting to the whole system and what they can be doing in the meantime in terms of connecting to the bus and getting north. Chair, I have a couple more questions, but I can let others go first if there are other questions.

>> Chair: Other questions? Okay. Let's keep moving quickly.

>> Kitchen: Okay. Wait, did you have a question? I think we have another question down here?

>> Tovo: I do have another question down here. I don't mind if councilmember kitchen goes first and then I jump in.

>> Kitchen: Okay. And then my other question is just wanting to understand in the project

[12:11:48 PM]

management report on page 26 that speaks to the anti-displacement initiatives fund, I think I understand how this works, but I'm not entirely clear, plus I think the public might want to understand. And that's how the funds flow. First let me say that I really appreciate the efforts of the atp board to -- in looking at the allocation schedule to actually put additional dollars -- not additional, but to look at the allocation so that the anti-displacement dollars could be used quicker, you know. I want to use the word up front from that 100 tranche and I think that's why we have that there. So can I read this as the 23 million was the initial amount and then it's 42 million and then 65 or am

[12:12:48 PM]

I not reading that correctly?

>> Clarke: Board member, are you referring to slide 23?

>> Kitchen: No, I'm looking at the report itself. I'm looking at the report itself on the bottom of page 26. I want to make sure that people can understand what the chart is telling us in terms of the funds' flow for the anti-displacement dollars.

>> Clarke: In fy21 there was 23 million available and in the budget for fy22 that atp passed there was 42 available which makes a total of 65 available unless correct me Greg -- that's correct. So there's 65 million for the city to draw down upon. The way the Ila between the Austin transit partnership and the city of Austin works is that the city would go arts and do the acquisitions

[12:13:49 PM]

whether it's affordable housing or real estate, that would get invoiced over to Austin transit partnership, they will take the money, move it. So that money is available for the city to use for that program.

>> Kitchen: Okay all right. I thought that's what it was telling me. I wanted to be sure and I wanted to remind the public that means for this second year of the program it's 42 million

that's become available. So right now anyway at this point we're at the 65 million and remind me it's a draw down, right? It's a reimbursement?

>> It's a grant reimbursement.

>> Kitchen: So that means that the city pays for the program and then gets reimbursed.

>> I would try to say it this way. The prop a one is designated

[12:14:49 PM]

to Austin transit proprietorship. They signed an aisle la with the city of Austin. They build the Austin transit partnership and Austin transit partnership then provides that funding to the city.

>> Kitchen: All right. That's very much the way we did it for quarter sent, I think. Okay. I have some more questions. I'm getting to them. That takes care of that one. Then on page 24 of the report itself, budget details, if you could help me understand a little bit more about the operating -- it's that chart at the top of page 24.

>> On the report?

[12:15:49 PM]

>> Kitchen: Yes.

>> You will see it's broken down between operating and capital displacement. The operating in this scenario would refer to it most all pickup operations. Greg, if you would like to grab a mic and maybe give more on 24, thank you. E this is the chart between 2021 and '22. The difference being there is the capital budget. I think on the slide that I had up earlier was about \$30 million of operations. Some of that is going for helping 20162016 start the -- capital metro start and then the operation services. So we can get those breakdowns to you between the slide and this report. But generally there's a difference of the multi-year

[12:16:49 PM]

during the operations. Our operations budgets are paying for things that can't be put in a capital budget, for example, some of our lease costs are the citing in an operating which would be a normal expense and some of the overhead rates that are not able to be costal indicated to the capital projects. And a lot of that also is helping to fund the city in their report, annick's office, as well as the capmetro side.

>> Kitchen: Okay. That's what I wanted to understand. And you did mention -- I have one other question, Greg. You did mention that there's a website. And again, this is for the public to understand.

>> Yes. And atpx.org and we have the entire budget out there, including the detailed fund summary, the follow policies that I mentioned and then a narrative explanation of the

[12:17:52 PM]

budget so the comparisons between what happened are a budget of nine months in that first year of '22.



>> Kitchen: I really appreciate that transparency. So am I understanding the operating budget itself if someone wanted to know what is in the operating budget, then that's on the website. That's where I would look.

>> Yes, we have the budgets. This report is part of that budget document but the budget document has all that laid out with the capital and operating budget by category.

>> Kitchen: So I could look and see by line item what Epps bass paid for out of operating. Thank you. Then the next question I have is also for you, Greg, unless Randy would like to take it. I really appreciate this report and providing this information is very helpful.

[12:18:52 PM]

It's the kind of thing I wanted to see in a management report. I want to make sure I'm understanding it, though. On page 25 of the report -- is that it? On page 25 of the report itself, there's a gray bucket here that talks about reserved from fiscal year '21, 126 million. Is that funds that aren't spent and we have them available for the next year.

>> It's a great question actually. As we know that the election a year ago was for the fy21-22 budget, the calendar year, tax year, so those revenues were actually being collected, atp had its first budget approved for the fiscal year '21. I believe we did it in January or maybe February so a short budget. By plan and by design, in

[12:19:52 PM]

fact on the integrated financial model on the first 83 we knew there would be more revenue of cash coming in as we plan out the overall kind of 12 to 15 years of implementation of cash flow. So those dedicated -- they were purposefully reserved as an ending balance and are used to help fund this current year budget and then in future years' budget as we use our reserves to smooth our cash flow as we issue debt over the course of the program.

>> Kitchen: Do you have to maintain those reserves at a certainly level?

>> The first year reserves was really the net of the revenue that was dedicated through the vote as well as the capital metro revenue that was dedicated from the resolution they adopted at the same time I think back in August of 2021. And our expenditures, short-term expenditures of nine months. We will be going through a process. We did this year put a contingency in place for this year's first year budget.

[12:20:52 PM]

One of the key issues we will be coming on over the coming year as we begin the process of analyzing the issuance of debt is what our debt reserve and our debt reserve policies will be. That will be a very intricate discussion that we are still -- still needs to occur with bond attorneys and underwriters and all that over the 12 to 24 months. There will be a reserve policy and in our financial reserve policies that I mentioned there are debt policies in there. We expect over time that we will bring to the atp board an enhancement of the policies around debt and our debt reserves.

>> Kitchen: Okay. And one last question for you. So I'm trying to understand if there is even a relationship, there was a pro Forma that was done by pfm, I believe, that projected the costs and that's what we all used as

[12:21:54 PM]

part of the determination about the dollar amount to put on the ballot. So how is that pro Forma used as we go forward?

>> Exactly. We did the city at the time put an integrated financial model and to exercise the tax rate that would be required to build out the program. That model in essence helps our original cash flow modeling as we use that as kind of a guidepost as we do our annual budget process. So there is a chart on that and we can get it recirculated to everyone. It's on the city's website. We'll make sure we get a link to it on ours. That indicated the cash flow needs from an expense side as well as the revenue and we smoothed that over to the debt issuances. So we are using that as a check as we go through our annual budget exercise and in fact the first two years we more or less adhered to what that model said from a

[12:22:56 PM]

cash perspective, from a. Perspective and expense perspective. So it is there as an -- ultimately we have to adhere to what the revenues we're bringing in it to how we issue debt and how we kind of cash flow the project. I think as John was talking about earlier and as the work especially on the Orange and blue lines getting towards 30% we will have to take all that new information, that information and continue to use that model to make sure that as we side our bonds and size our cash flows over time. So the model is -- it's not an active model that we are using day in day out because we now have a budget. Our budget is our annual policy and fiscal statement that we use to manage the resources for atp.

>> Kitchen: Okay. Is the model available on -- I think that allows me to get the role that the model plays.

>> It's not on the city website but we'll get it reconnected so everyone can see it.

>> Kitchen: Okay. You will put it on the

[12:23:58 PM]

tapped website.

>> Sure.

>> Kitchen: Okay. Thank you very much. I have one last question not on the financial part. It's just -- it's a comment on page 18 the reference to the community advisory committee. First off let me just say that I really appreciate the commitment that all three parties have made and the structure that's being set up to commit to equity as we move forward and commit to the fact that data is integral -- equity is integral to project connect. I want to note some language here in the report that I think you might all consider some adjustments so that it fully reflects the Ila and the other documents that we have with regard to the caac because it speaks -- I don't think there's any intention here in this particular language to mean anything

[12:24:59 PM]

different than what we're all talking about, it's just from a public perspective if you just read this language there might be some concern that something different is intended because it talks about focusing on the 300 million, which of course is important. And it says provide input on program equity with these other committees. That's also important, but I wanted to point out that the Ila language and the other language that points to the cac gives them as the cac a role for advising on anti-displacement and equity matters related to project connect. So I wouldn't want the public in reading this language on page 18 to think that the intention of this language was that the cac can only comment on equity matters by providing input to the other committees. So I don't think that was the intent of the language,

[12:25:59 PM]

but I wanted to note that the language here doesn't track the description of the cac and the Ila. And I think just for clarity purposes and so that the community -- you know, can continue to feel comfortable, that the intent is to follow through on the commitments that we made to the voters. So I think it's important.

>> I would say board member the way you word it is correct and I think it provide input to the other tax that's a secondary piece, but we'll go back and look at this language. We want to be as accurate as possible. It's just trying to reflect that the cac wants to to reflect that language.

>> Kitchen: That's fine. I don't think there's any intent to do anything different than what we've been saying, which is that the cac has the.

>> Part of the role is to

[12:27:01 PM]

advise on anti-displacement and equity matters as themselves on cac and they don't have to do only that input through these other committees. Okay. That answers my questions.

>> Thank you, council member. Any other questions or comments? If not I'd like to try -- I'm sorry. Councilmember tovo.

>> Tovo: I just need to clarify our process. I do have questions, but it's about the process. And I do have questions about the process we're going to take from here in terms of listening to the rest of the community comments. It's my understanding that individuals are still on the line waiting to give public testimony.

>> Chair: Yes, ma'am. What we're hoping to do is I think they have to do it while we're listening, so we'll try that, and if that doesn't work Sam is prepared to read in the comments that those folks mailed in. But until we try if we won't know if it's going to work. So as soon as we're done

[12:28:01 PM]

with questions and comments on the presentation, we'll try the public comment because they've been holding for a long time.

>> Tovo: That sounds good to me. I have questions on the ordinance and resolutions so I can hold those until the appropriate time. Thank you.

>> Chair: Thank you. Any other questions or comments on the presentation? Very well --

>> Fuentes: I had a quick question. Councilmember Fuentes. My question is on the equity tool you shared that the equity tool will be ready to be utilized beginning in January. Thank you, Ms. Kitchen, for your questions that you had around the equity investments of the 62 million that's currently available on the atp for land acquisition, other types of anti-displacement investments. I know that city council has had items come before us that have authorized the negotiation for certain land acquisition parcels, but to this moment we have not -- atp has not been billed for

[12:29:05 PM]

any transactions to date, correct?

>> That is correct, council member.

>> Fuentes: So the amount that's available in the atp for anti-displacement utilizing both last year's fiscal year budget and this year's fiscal year budget --

>> 65 million.

>> Fuentes: 65 million. Are y'all going to wait until the equity tool is completely finalized before-

>> I would defer to our city partner on that. Whether it's Jean that or annick on how -- atp just has the money available. The way we set up the agreement is it's part of the city's program and atp is not involved in the transactions except having the funding available. So it looks like annick may be coming up to give you a response on that.

>> And as you walk up, the other secondary question I had is will the equity tool be used for the land acquisition strategy or is there a different process? I think at one point I heard

[12:30:07 PM]

that there would be a different mechanism or investment on certain types of investments.

>> Thank you for the question, councilmember Fuentes. Annick Beaudet, city of Austin. Yes, we are the housing and planning department is waiting for the tool to be vetted and functional before expenditures of the funding that has been transferred from tap because it's just really important to the community. There's a lot of work on that tool. Then can you repeat the second question? Whether the tool will be used on land acquisition prioritization? Yes, it can be. If doesn't have to be, but it can be. And I know that the first tranche of expenditures in January that they expect to use the tool for will be for small grants to community

[12:31:07 PM]

development corporations and other land acquisitions or programming.

>> Fuentes: Thank you.

>> You're welcome.

>> Chair: Council member.

>> I have a quick question. I appreciate the presentation. It was extremely comprehensive. I don't think this is for annick but I appreciate you staying around. I wanted to double-check to make sure that any of the sequencing plan timelines has there been any adjustments to that that the voters have seen before last November's election?

>> There was no changes to that, council member, at this time. I think as Greg canally was indicating, once we get around 30% design on the Orange and blue line and on the federal process it allows us to run the integrate the financial model again and see where we are. We've been saying at the atp board pretty openly and transparently and I think most people in the city are pretty aware covid has certainly impacted things

[12:32:07 PM]

like construction costs or labor availability, commodity costs, things of that nature. Real estate in the city I think it's fair to say has exploded in cost in the last 18 months. We're factoring all those things in and we think by next summer that information will be available so we can determine if there could be impacts. We don't know if there will be or not yet, but if there are they would have to then obviously be brought forward to both capital metro and atp. Atp would have to bring that back to capital metro and the city of Austin for a change in the sequence plan.

>> Okay, that's really helpful. I was thinking a little more specifically about the metrorapids. I know specifically the oak hill extension in my district obviously has to do some collaboration with the construction project happening there that will have impacts on the community. So I wanted to just make sure it was still going to be included and at least the service could continue to be provided and enhanced for the neighbors even if some

[12:33:07 PM]

of the other construction-related measures may need to be looked at later.

>> Sure, thanks, council member. That particular project we obviously will come and have a little deeper discussion with you. We're still doing a lot of analysis because txdot obviously has a large project where we would be running the buses. So their project would probably determine where we would get the buses running. All the activities we can control we're trying to keep on that timeline. But as that analysis comes forward that might be an example where part of that alignment can't come on board even though atp and capmetro can't be ready but the road infrastructure can't be with txdot. So we'll be working through that and give you and the community more on that as we get the details ironed out.

>> I appreciate that and I necessity my line of thinking around the big construction projects that need to be correlated together in schedule and timeline is that sometimes construction and the delays caused by construction can actually be the impetus for people to try public transportation and change their behavior for set times in their commute.

[12:34:07 PM]

So I think it could be an opportunity to get more people to try public transit in southwest Austin and try to remove the gridlock that is happening and especially through southwest Austin.

>> Great comment, council member. We would also suggest the same is also possible for I-35 if say the Orange line would be up and running or parts of the Orange line could be up before the central section is advanced that could provide a really alternative to people being on 35, allow txdot to have more flexibility to get that project done and get more people on transit. So couldn't agree more. We're working very collaboratively with all of our regional transportation partners.

>> Thank you. We really look forward to having metrorapid through southwest Austin.

>> Yes. And thank you, councilmember Ellis, for those questions and for the response. For south Austin I think it's pretty exciting for the

[12:35:10 PM]

central southwest Austin manchaca line and oak hill line. If I heard you correctly, the oak hill one is on schedule as the Menchaca one is on schedule. And if there are some difficulties -- in thinking back I think the language that we promised the voters was if there was any change to the implementation sequence plan or timeline that that had to come back to both bodies. So if you do end up in that circumstance, I think I'm hearing you say that ultimate bring that back to both bodies so we can understand what their options are to make that service available on time.

>> Just for clarity sake I would suggest the words are this way. The way it was written is if there's a change in the consequence then it would come back to the city council and capital metro. If there's a requested change in sequence, that may be different than a change in timeline.

[12:36:12 PM]

So timeline is driven by the grant process and construction. That is different from the sequence. The sequence being moving one thing over another or because something couldn't happen and doing something else. That was the intent of the word sequence. Construction, construction will happen through -- as the federal process evolves for these projects. On this that is approved nine years for Orange line, if the federal process -- from time to time the federal government has shut downs I'll use as an example. Obviously if that shut down for two weeks and that delayed things by three months on a federal grant process then that would just take three months longer. That's not related to timeline. The question is if we would change a sequence we would obviously come back to the council and the capital metro board to say we need an iteration of the sequence plan and here are the reasons why.

>> Kitchen: With all due

[12:37:13 PM]

respect that's not the way the contract with the voters is written. We can have a discussion about that at a later time, but the contract with the voters is not parsed that way. The contract

with the voters says if there's a change to the document that's attached that's called the sequencing plan. I don't have the exact language in front of me. It does not make the distinction in the contract with the voters language that you just stated. So if that's something that we need to have conversation about we can do that. The intent is not to say that you can and can't change the timeline. The intent is transparency and understanding of what the options are by all the partners. So with all due respect I disagree with that interpretation and I do not think that is what the contract with the voters says. So we'll just put that -- we'll put that aside and we can have another conversation with it.

[12:38:15 PM]

It's not germane until -- for today, but we can have a conversation about that.

>> Chair: Thank you. Any other questions or comments? He on the presentation? Hearing none can we go back to our public speakers? Do we have them online? And can they hear me? We could use a volume adjustment but I can hear the speaker. That didn't sound like Jeremy Hendrix, though.

[12:39:22 PM]

We're working on that.

>> We can hear you.

>> Chair: Yes, bear with us one second. We'll give you a go in a second. They're adjusting the volume.

>> Sure thing.

>> Jeremy Hendrix has emailed in that he's not sure you're going to be able to reach him but he's given us his statement. If case you can't we can read his statement.

>> I think Sam has some other comments that were emailed in.

[12:40:42 PM]

>> Go ahead caller. Caller, can you hear us?

>> Yes.

>> Chair: Thank you. Would you identify yourself and you will have three minutes, please.

>> Thank you. Good afternoon, everyone. There's an echo I'll try to get through. This is [indiscernible], I'm the president and CEO of greater Austin Asian chamber of commerce. Thank you for giving us this opportunity to speak on this very important item. And I'm sorry that I can't be there in person today because I strained my neck last night because I'm happy that I was persistent to stay online because I want to give my support to project connect and the collaboration of all parties on this project. I have spent many years in different capacities in the

[12:41:43 PM]

business community and I know a good transportation system is the economic engine for the region. It was not a consequence that all major cities that flourish in any civilization started with

a hub of transportation because transportation generates opportunities. The number of the jobs for all socioeconomic classes that project connect will create is extraordinary and it is a critical tool for our social, and financial divide. This will benefit generations to come. One program that I am excited about is the apprenticeship that project connect will create. This will help our young generation with the hands on experience through real life project and set them up for career success. I also encourage to you reach out to our people of color and our indigenous community to bring them into this exciting project as well. Austin is full of

[12:42:43 PM]

opportunities, but if we don't -- if we wanted to compete with other large and diverse cities around the country, we must seize this moment to create a place where a better transit system is reality. I used this proverb before. There's this popular Chinese proverb that says the best time to plant a tree was 20 years ago, the second best time is now. The same visionary mindset applies to project connect. The best time to build a better transit system in our region was 20 years ago. The second best time is now. So we applaud the coordination among the three enates so far that is going to be owe entities that is going to be challenging because it's new and it's -- because of the project scale. But please stay at it. We believe you will be successful and we're excited about what you can accomplish together. Thank you all.

[12:43:44 PM]

>> Chair: Thank you so much. Thanks for your patience and apologies for mispronouncing your name earlier.

>> Thank you.

>> Chair: Thank you. Do we have another caller.

>> Hello, this is David king. Can you hear me?

>> Yes, thank you. And thank you for your patience.

>> You bet. Thank you very much. I voted for project connect largely due to the commitment to equity and

anti-displacement: I urge capital metro, the Austin city council and the Austin transit partnership, atp, to implement the recommendations from the atx mobility coalition and Austin justice coalition. Atp should operate completely independent from capital metro. Atp should prioritize equitable transit services for transit dependent riders

[12:44:45 PM]

who tend to have lower incomes and more likely to be people of color, instead of focusing on new sexy transit services for choice riders who have higher incomes and ready access to alternative transit services. Please ensure it includes the following, independent third-party monitoring of construction sites. Independent executive leadership for all parties involved. Strong worker protections and safe working conditions for all workers involved in building the project. This means that the commitment to the better builder program must provide clarity and specificity in alignment with the intent with the contract with the voters. A clear process



for community review and feedback for all future supplemental agreements between the parties, including review by community advisory committee. And equity analysis matrix.

[12:45:46 PM]

A transit system to benefit the whole community with designs, accessibility, implementation, operations, station location and project timelines. Project connect has promoted as an equitable transit investment that will benefit low income families, families of color and small local businesses on or adjacent to project connect corridor. Many of the families and is are at risk of imminent displacement and need help now. If these families are displaced by project connect construction projects and eminent domain, they will not benefit from project connect. Please dedicate all \$300 million in anti-displacement funds to direct task payments to low income families, communities of color and small local businesses on or adjacent to project connect transit corridor. Please use the anti-displacement funds for market rate mixed use density bonus developments. Market rate mixed use developments facilitate involuntary displacement of

[12:46:47 PM]

existing low income families and small community-based businesses while density bonus programs produce relatively few income restricted housing units that are affordable to low income families. Please ensure that all anti-displacement programs funded by project connect utilize area median income requirements that are equitable to low income families of color. Income restricted housing programs should be based at or below 40% [timer]. Thank you for considering my comments and thank you for your service.

>> Chair: Thank you, Mr. King. Next caller, please.

>> Go ahead, caller.

[12:47:50 PM]

>> Do I just speak?

>> Yes. Frances.

>> Yes, my name is Frances Acuna. I'm a long time resident of dove springs and I'm calling for the approval of the joint powers agreement. We have seen that one of the problems with effective solution has been not having everyone at the table. I am one of the residents that has been repeatedly ignored and dismissed when it comes to transit issues in my community. I know the city is moving towards doing equitable work and I applaud that because I know that when communities and the city departments work together you can see projects moving productively. So let's make sure that the city, capital metro and the Austin transit partnership are doing same for our communities in a

[12:48:50 PM]

transparency, equitable process. For that reason I ask the joint powers agreement has language that includes the community advisory committee and the review. And decision-making process before it -- before it moves to approval of the governing bodies, and that work is aligned with the civil rights act title VI, seven and eight. I don't want -- I don't want big transit projects to create displacement for communities that moved into their homes with a hope of growing old, dying and passing their homes to their kids. I live in a transit area and I am greatly affected by any decisions that you make so I urge that you in order to prevent displacement you need to make sure that the language is included so no more than two percent will be displaced. Thank you.

>> Chair: Thank you,

[12:49:52 PM]

Ms. Acuna. Next caller, please.

>> Monica Guzman.

>> Good afternoon. I am Monica Guzman, quality director at gave, go Austin, vamos Austin, speaking on item five, approval of the joint plans agreement. Last October there was a press release and policy statement about prop a project connect. Updated it in December and several of them also spoke at a December 18th, 2020 joint meeting with council and capmetro board. Each time they're estimate standpoints included true governance that includes a process could created by directly impacted people who are or have lived experience as low income and transit and/or public housing dependent are residents. They come before you today making it clear we're seeking to approve an

[12:50:53 PM]

equitable joint powers agreement. The governance agreement committed to deliver a fair and just equitable land development process, with directly impacted residents [indiscernible] And have experience with affordable housing and/or displacement. Gava urges city council, capital metro and atp board of directors to ensure the

[12:51:04 PM]

following today. The jpa must include wording that includes the community community advisory committee in the process for key policies before it moves to the governing bodies for approval. Ensuring opportunities for residents to address and be heard by the cac. The seven billion connecting the infrastructure funding, rail lines, stops, shelters, etcetera, must be subjected to the same equity principle as a 300 million in anti-displacement funding. Other cities' experiences with transit and displacement demonstrate that the building of the transportation structure has a major impact on displacement. The jpa needs its own equity tool and equity for accounting decisions. Three, the jpa must include commitment that project connect will work in alignment with a civil rights act protections. Specifically titled six, seven and eight. Honor the commitment to the two percent disparity impact threshold as a way to ensure

[12:52:05 PM]

equity. Without such commitment, Austin will continue its sordid, racist history. >> Chair: Thank you. Do we have another caller? >> Do you want me to speak now, Mr. Chair? >> Chair: Yes, if you will just identify yourself. You will have three minutes, please. >> Thank you, Mr. Chair and members, I'm Zenobia Joseph. I want to preface my comments by saying that the government accountability office defines fraud as trying to get something of value through willful misrepresentation. I want to thank councilmember tovo for pointing out the joint powers agreement version 3 and I would ask you to respectfully permit the public to call in the

[12:53:06 PM]

morning of the meeting so that they're not disenfranchised and I also think about Eastman for signing me up although I did register my own position against all five items. Specifically I want to call to your attention ridership and covering. Ridership is when you're thinking like a business and you choose a target audience. Jared walker told the capital metro board on July 25th, 2016 that you're confusing two different kinds of transit. Ridership is when you provide essential services, lifeline access and so many of the individuals calling in today are confused about the equity. I want you to remember that only 0.02 percent of \$7.1 billion, which is 1.5 million, is actually allocated for the neighborhood circulators. Mr. Chairman, I have a

[12:54:06 PM]

recommendation as it relates to the language. I would ask you to use the minority persons or minority population language that appears in federal transit administration circular 272.1b. I'm not sure about this language of bipoc, black indigenous people of color, but that is not what is covered under the civil rights act of 1964. So I would ask you to consider just moving all that gender information as an addendum and strictly stick to what is required by federal law. I would also ask you to recognize specifically as it relates to 4.3 commitment of tap it says equity is a core value you know as well as I do that black people wait 60 minutes for the bus in northeast Austin. That's about 10 times longer than southwest and central Austin and the hispanics in dove springs.

[12:55:07 PM]

So I would ask you to include adverse. There's language specifically that talks about the people being the most impacted. When you look on page 9 of 30 that's 3.22 under your priority population. And then lastly I would just mention as it related to item 2, the public participation, Jackie Nirenberg mentioned an overview of the information she received of the public for transparency. I was asking to actually put the direct comments and the response from the staff. [Timer sounding]. Just like campo does, capital area metropolitan planning organization. Those are my primary concerns. I would ask you to recognize that title VI is not mentioned at all in the

joint powers agreement, and as you are aware, that is actually what you must comply with in order to get the federal funding.

[12:56:07 PM]

And for the people who are unaware title VI prohibits discrimination based on race, color or national origin. So to councilmember kitchen, I would lastly just say saying equity is not the same as providing equitable service for the people specifically minorities who live north of U.S. 183, and the Orange line extension is 24 to 30 years, and I would ask you to be sincere and to stop saying that it's -- [timer sounds]. It does not specify that in the timeline. The last thing I will mention, Mr. Chairman, the mayor had a question when you met on October 4th specifically about conflicts of interest. And I would just ask him to take a look at staff's salaries. There appears to be a conflict. Many of the staff that went from capital metro to atp got 28,000-dollar bonuses.

[12:57:08 PM]

Jackie Nirenberg I mentioned before 20 from 90,000 to 250,000. I would ask you to look at that. I will gladly answer any questions at this time. >> Chair: Next caller, please. >> All right. I heard a beep. Is that me? >> Chair: Yes, go ahead, please. Identify yourself if you don't mind? >> Yes, this is Carmen Ilanes-pulido with go Austin, vamos Austin. I appreciate y'all's time today. And I want to be brief. I'll reiterate -- I'll underscore some of what my colleagues and others have said on the call about ensuring equity with specific metrics. And application of the civil rights act in your language. I want to really stress that the equity scorecard that

[12:58:10 PM]

was co-crafted by community members as has been mentioned only applies to that 300 million for anti-displacement efforts and we don't want this to become band AIDS that you have \$300 million over many, many years to apply because it's really not that much money. It's going to be more powerful for there to be intentional language in your governing documents that mandate those principles of racial equity and accountability for the seven billion dollars in infrastructure and design, etcetera. So we understand that the equity scorecard is designed for projects, to score projects and analyze policies and you would need tolls geared more yards engineering and design and environmental impacts. We truly believe that they can and do use the same value, history and context that have been developed in the process for that equity scorecard. It could be applied as is with amendments, etcetera.

[12:59:12 PM]

I'll leave it at that. We also have updated recommendations in conversations ongoing conversations in the eastern crescent that strongly urge you to stick with a maximum of two percent disparate impact as well as continuing your engagement with the advisory council in whatever way you can each if that's creating an additional body. So please free to visit that one

pager for more information. Thank you for your service. >> Chair: Thank you, ma'am. Do we have another? That's it. >> That's all that's on the line. >> Chair: Okay. Sam, did you have the comments from the others who signed up who we weren't able to connect with? >> Yes, I do, chair. I have four comments that were submitted by people who signed up earlier and I'll read them into the record

[1:00:14 PM]

briefly. The first comment comes from Jeremy Hendrix. And I'll read this verbatim. Good morning, my name is Jeremy Hendrix, a member of the atp community advisory committee, a proud representative of the laborers international north America representing construction and service workers. I want to thank the members of the tri party committee, executive director Randy Clarke and staff from atp and capital metro for workers with representatives of labor and the worker rights communities to redraft jpa language that ensures workers are protected and good safe jobs are created. We appreciate everyone's work to make sure the contract with vote easiers is followed and have faith in all of you in this massive undertaking which is critical to its success. Please remember that we work hard to garden tee worker protections in Texas because this is the most dangerous time in America to be a construction worker. That is why the workers also thank you for taking these issues seriously and supporting the latest jpa worker protection language

[1:01:14 PM]

today. Project connect will truly be transformation Al no the city and it's people and that's why we must guarantee the safety of the workers on it. We do not believe the language around the equity tool component is strong enough to clearly outline the importance of equity issues in every aspect of project connect. The cac is especially concerned with the lack of clarity. We are also disappointed with the governance piece because the voters were promised three independent bodies to ensure transparency and Independence of these three branches. We respect Mr. Clarke's expertise but we must move quickly to find a new executive for atp to ensure the checks and balances for the people of Austin. We will also benefit from another expert transit mind at the table to help guide project connect successfully. We are hopeful that these items will be addressed in today's meeting. Thank you for your time and your service. Chair, I'll move on to Bob

[1:02:17 PM]

bat Lynn's comments. Thank you for giving me time to speak. I'm a long time advocate for living wages and construction worker protections. I've helped formulate a stet of standards now referred to as better builder, included in these standards are safety training, worker compensation that are higher than Austin's living wage or the prevailing wage. I understand these are largely in the agreement under consideration today. It is gratifying that these principles are recognized. That isn't always so. Thank you for that. However, words in the agreement must be enforced. For normal to be effective, trained independent minutes are

needed. I appreciate the recent edits. They're a step in the right direction. There is still a loophole that needs to be addressed that could sink our step to make sure minutes are independent. Make sure that they are not lied to choose the monitors. The self-monitoring is unsuccessful and would negate your commitment to the workers in our community. Please help protect the workers from physical and financial risk to make sure

[1:03:17 PM]

that the monitors are independent. This will help ensure that your commitment to the workers we rely on so heavily is honored. Thank you very much. Next I have comments from jade levera. Good morning, I'm here to speak with regards to true community engagement and to ensure that while the city is out growing its transit system it is not removing the people that have been the heart of the city for decades and jinxes past. -- Generations past. Project connect is a tremendous undertaking that will change Austin forever. We must be mindful of the past and present. As a born and raised Austin residents currently in near of displacement and gentrification of my family and neighborhood, ensuring a cap on how many people will be displaced as a result of this long-term project is crucial. With this being said, I ask that it specifically -- be

[1:04:18 PM]

specifically written and follow that there's a maximum of two percent displacement impact to current residents along the pathways of project connect. During my review of this project I found that the power bodies appear to have several overlapping board members. I do not understand the reasoning behind this and overall it feels like a conflict of interest and a reduced presence of knowledge, experience and opinion in the power bodies. This also greatly minimizes diversity and prevents checks and balances in the process. Perhaps this is common process however this glares out to me immediately as a systemic bias and injustice that needs to be reviewed and changed. I also find it troubling that the community advisory committee does not appear to have any, quote, average citizen members and this committee is not concerned on decisions. If the purpose of this committee is to act as a liaison between the greater community and the bodies of power, they should have a voting say. Adding average citizens low income, median income and

[1:05:18 PM]

lows who reside in the low income area, I would like to see project connect to solicit the average citizens thought and input and not just information given to the community after decisions are made, but true opportunities to be made and considered before decisions are made. Regular and large scale surveys would be a nice effort as well. Thank you for your time and care in enhassing our city. Then chair, I have one more to read. Actually, I stand corrected, chair. Those were all the comments emailed in by members of the community who were not able to get on the phone just now. >> Very good. Thank you, Sam and thank you to all of our speakers today for their patience and taking the time to connect with us.

[1:06:19 PM]

>> Kitchen: I have a question. >> Chair: Member kitchen. >> I don't know if it's for Sam or not. Did we have some folks who signed up to speak and didn't speak because we weren't able to reach them because of the system? Was there a number of people in that category? >> No, board member. It was -- that was a small number of people. Staff was able to get in touch with the folks who did sign up and that was when we began receiving some of these emailed comments. Fortunately some of the people who emailed did wind up being able to make it on the phone. It looks like there were three people who were signed up were not on the phone and did not email comment. >> Kitchen: Oh. So they were not people who weren't able to get through because our system wasn't working? >> No, no, council member. >> Kitchen: Okay. I wanted to make sure we

[1:07:21 PM]

didn't end up with anyone who wasn't able to testify because our system wasn't working. So there's nobody in that category, is that what you're saying. >> I don't believe so, council member. We've been able to contact nab of folks by email. >> Chair: Thank you. Board members and city councilmembers, the three chairs have decided collectively that we ought to go to -- respectively to executive session. And so the capmetro board of directors will now go into executive session under section 5 iPhone -- >> Kitchen: Wait just a moment. The rest of us would like to understand what the process is going forward? It's 1:08. You had said earlier that we have a 1:30 hard stop. So are you -- before you go take anybody into executive session, what's our timeline and what's the process going forward? >> Chair: Well, I'm not

[1:08:22 PM]

sure what we'll able to get accomplished, but the goal was for each of our respective groups to go into executive session to discuss some of the remaining items on the joint powers agreement and to have council from our legal staff -- respective legal staffs. >> Kitchen: Okay. That's good. Now obviously we have overlapping boards, so how is that going to work? Are these consecutive executive sessions or what's the thinking? >> I think we will do them consecutively but ask everybody to go ahead and get to their different groups by we'll wait to conclude until everybody is in. >> Kitchen: I think to fully participate in an executive session meeting we need to be able to be there from the beginning to the end of it. >> Chair: We'll try to do that. >> Kitchen: Well, I'm sorry, I need to understand what that means.

[1:09:25 PM]

This is a very important thing that we're doing and we need to take the time to do it right. And we all need to understand what the plan is. If we have -- if it's true that we have a hard stop at 1:30, it's 1:10 right now. I don't understand how three bodies can have consecutive executive sessions in 20 minutes and come back and deliberate and vote on all these documents in front

of us. So I'm just trying to be realistic, what is it that we think we want to do? >> Chair: Councilmember alter. >> Alter: I have a hard stop as well because I need to go to a ribbon cutting for 2222 with txdot, but I am wondering if it would make sense for us to move forward with items three and four, which I know I had my concerns on that. The only thing I have to do is change a then to a that on three and four, which

[1:10:26 PM]

would allow those pieces to go forward and allow our staff to keep working on that. And then maybe we do the executive sessions in our separate bodies and convene again to do the jpa under circumstances where we can make sure that we have all of the issues worked out. I'm not sure what the remaining issues are myself. I want to make sure that I can participate in those, but I do think that it would be pretty quick, I think, to get three and four done so that we've made some progress moving forward to illustrate it. But again, I'm not privy to exactly which piece of the joint powers is at question at this point? >> Chair: Council members, I'm okay, it's not my call, but I'm okay certainly with the council and capmetro -- not my individual call -- taking up those other resolutions and knocking those out today. Then that may be all we get

[1:11:28 PM]

accomplished today. Councilmember Renteria? >> Renteria: Yes, chair. Some of us have to leave here, and if we're going to continue having discussion, executive sessions, to discuss any items, I believe we would need to just reschedule this whole meeting here for another day because we're not going to be able to hang around here and I don't know if you will have a quorum that you're going to need, you know, to make a decision now. And the way the conversation is going, it doesn't seem like we're going to decide on anything any time soon. >> Chair: Thank you, council member. I agree that I don't think we're now going to get to the jpa itself, but maybe the ancillary resolutions we can get to. Mayor, do you want to -- member kitchen? >> Kitchen: Just to weigh in I'm fine if it's the will of the body to do three and four. >> Chair: Thank you.

[1:12:28 PM]

Mayor, do you want to -- >> Mayor Adler: That would be fine. >> Chair: Do you want to proceed with the city council? >> Mayor Adler: In that case, colleagues, we've convened three meetings concurrently to have the intention of the city of Austin. Right now before us are the ordinance and the resolutions. We have both clean copies and red-lined copies that have been given to us. My understanding is that after these were posted and circulated, people have talked to legal and tried to get their concerns addressed does anybody want to move passage of the ordinance and the resolutions? Councilmember alter makes that motion. >> Alter: I wanted to move for the resolution. There needs to be one change. >> Mayor Adler: Let's pull them up and then we'll take



[1:13:29 PM]

amendments and stuff. Councilmember alter moves passage of the resolution. Is there a second to that? >> I'd be happy to second. >> Mayor Adler: Mayor pro tem seconds that. >> Tovo: Mayor, sorry to interrupt. I want to be clear about what we're doing. We're doing the resolution version. We have one resolution and one ordinance that we're taking up right now? >> Mayor Adler: I see -- I have yellow copies that are in front of me. And there's a red line and a clean version in front of us of the resolution. And then the ordinance is I think the v2 ordinance. >> Tovo: Yeah, I just want to be sure that we have one resolution, one ordinance. >> Mayor Adler: Okay. >> Tovo: So the resolution is version three and that's what's on the table right now with a motion? >> Mayor Adler: I'm not seeing a version three. >> They didn't write version three but the yellow copy is version three. >> Mayor Adler: The yellow copy is the resolution and version two is the ordinance. And we have a red line and a

[1:14:31 PM]

clean copy of each of those that has been handed out to us. It's been moved and seconded. Let's have discussion. Councilmember alter. >> Alter: Thank you. I want to thank our staff for working with me to address the concerns that I had. I just want to note note that it should be on line 58 that it should be identify the range of environmental benefits that can be achieved rather than than be achieved. And I want to just clarify the gist of the amendments that I asked for. Some of this is more of a grammar thing than anything else, but we want we want the new regulations and procedures to be consistent with our environmental protections that are in various adopted plans, but we also wanted to recognize that we do have plans, rightly so, or we wouldn't be here doing this project, that recognize that

[1:15:34 PM]

achieving or reducing single occupancy motor vehicle trips is good for the environment. But we didn't want to limit the environmental protections to only those plans that state that that. So this is where we landed in terms of grammar, but the direction is to city staff is to be consistent with our environmental protections during process. And similarly the further be it resolved is -- it's stint with the -- consistent with the environmental protections weighing everything appropriately there. So I appreciate the assistance of staff in getting that right. >> Mayor Adler: Is there any objection to making the typo fix going from than to that? Hearing none, that change is made. Any other changes to the resolution or the ordinance? Any other comments? Let's take a vote. Those in favor of the

[1:16:35 PM]

resolution and the ordinance please raise your hand. All right. So I count me and the mayor pro tem -- this is just city council on this one. This is me, the mayor pro tem, councilmember alter, councilmember kitchen, councilmember tovo, councilmember Ellis, councilmember pool, councilmember Fuentes, councilmember Renteria. I think I counted everybody. I think there's

two people missing. Councilmember Casar is not here. >> And councilmember Kelly. >> Mayor Adler: Both of them pass 9-0. Okay. With that we've taken care of the city's action. >> Chair: Thank you. Chair, does atp want to take any action at this time? >> Kitchen: Mayor, did you want to take up four? >> Mayor Adler: That was the resolution and the ordinance we had kind in one? >> Kitchen: We took them both up together? >> Chair: Yes.

[1:17:36 PM]

>> Chair, no, atp will postpone their action items for further -- >> Chair: I think it's the sense as well of the capmetro leadership anyway that we taught not try to cram this one in in the last five or 10 minutes and postpone. And I just want to remind everybody that we need to get a new Ila in place or the jpa by end of the year. So each of our respective organizations -- I know at least the chairs and staff will collaborate to try to get to the final resting place on the jpa itself. >> Mayor Adler: I think we just ran out of time. I assume that you guys are going to reconvene in your boards and pass your resolutions in accordance with what we just did. And I think as a council we can either talk about whether we do this jointly or whether we do this separately. My hope is that we get back to being able to decide the

[1:18:40 PM]

jpa question as quickly as quick. >> And mayor and chair, I think it would be helpful for us if we had a really clear and defined timeline. I think a lot of us want to get this done well, but get it done. So a clearly defined timeline would be helpful. If we had something to expect when we walk out of this room today I would appreciate that very much. >> Mayor Adler: I think we're ready to discuss. Manager, I don't know if we have meetings that are set to the extent that we can get it on the agenda for the council to be able to take action, I think that would enable us and that we'll be ready to act. The quickest agenda we can get you on. I think please get us on the agenda. I would suggest the other bodies do the same thing. >> Chair: We'll have another meeting no later than three weeks. >> Clarke: So I walk away with understanding, do you want to look at all Friday meetings or try to get the

[1:19:41 PM]

group back for a tri meeting? Not that there's a preference, but I want clear direction. >> Chair: I think from my perspective, staff the quickest way it can get done, so if it's individual meetings let's try to get that done. >> Tovo: And mayor, you may have said this, I couldn't hear you, but I would suggest we have this posted for an executive session of council on our council meeting next week if possible. >> Mayor Adler: At the very least, yes. If we could have it set set for executive session and possible action that would be best. We have an agenda that's going on with an addendum, but probably not for another couple hours so we could probably get it on there. Councilmember Ellis. >> Ellis: I do understand that doing separate meetings is expedient, but if we all have a separate document it might not be productive active. If council has amendments and they're not sent to the other jurisdictions I'm not sure how that would work. I've seen it with other

[1:20:43 PM]

jurisdictions that 19 other people have signed it and you can't make changes unless you send it back to all 19 other entities. >> Mayor Adler: Let's see how close we are. Maybe the -- we can get a sense of that. You're right, it doesn't do any good to have each of us agree on separate things. We'll figure that out. I would host it so that we have an option in case there is an agreed document, but if not we're going to have to figure some other way. Councilmember kitchen. >> Kitchen: My request was just to -- actually to the capmetro chair. I think it's helpful to have an executive session so we've established that we're going to have one for the city. I think capmetro should have an executive session also at whatever the meeting -- >> I agree. Thank you. Member Stratton. >> Thank you. Question for both Mr. Chairman and madam chair woman. My understanding was that

[1:21:43 PM]

one of our action items was basically by both capmetro and atp was to mirror what the city just did. Are we saying we're postponing that? Wouldn't it make sense for us to just follow right along and go ahead and dispense with that business so that we're all at least in alignment right now on that same thing? >> Chair: I don't think there's a time urgency on it and I felt like we were compressing our time period a little bit too much because people are starting to have to leave right now. >> Kitchen: But chair? >> Chair: Member pool. >> Pool: So you're saying that there's not time for the capital metro board to take a vote on the ordinance and resolution just like the city council did just now. I'd like to make a motion. >> I'll second. >> I'll third it. [Laughter] >> Kitchen: I think we're ready to vote on that.

[1:22:01 PM]

>> Chair: This is capital metro action item 1. Do I need to read the resolution? All right. The chair will entertain a motion with respect to capital metro action item number 1. Member pool with a motion. Second by member kitchen. Any discussion? All in favor of the motion please indicate by saying aye? [Chorus of ayes]. >> Chair: I count one, two, three, four, five, six -- did I miss anybody. Six-0, motion carries. Thank you. I'll turn the chair over to chair Castro de barrerra. I'm sorry, member Mitch endown at the far end in Oklahoma. [Laughter]. Chair, the floor is yours. >> So the atp board of

[1:23:03 PM]

directors will now take up an action item related to the city and capital metro's actions. Item number 1, the approval of a resolution directing the executive director to continue coordination with the city of Austin on opportunities for regulations and procedures that ensure the ontime delivery of the project connect program. This would be resolution atp 2021-029. Do I have a motion to approve? >> So moved. >> Board member Stratton approves. Second? >> I'll second. >> I'm sorry, who was second? Okay, thank you, Dr. Burnette. Everyone

in favor say aye. [Chorus of ayes]. Any nays? No. It passes unanimously. Thank you. >> Chair: Very well, mayor. Do you want -- anything in conclusion? >> Mayor Adler: Real fast because I know that we were hurrying because we had people that said they had to be out 10 minutes ago.

[1:24:03 PM]

So I'll just conclude with this is one of the most important things that's happening in the city. There's great progress that's happening right now. We need to keep this thing moving down the tracks, and what I'm hearing more nationally when people talk about this than anything else is the work we're doing with the displacement initiative that we have. I think we need to be proud of the community that did that but we need to move it forward and I appreciate everyone's work today and working through lunch to get this part done. Let's get the next part done quickly too. >> Renteria: Mayor? All I want to say is I came prepared to vote today and unfortunately we had a lot of technical problems that delayed the meeting. But me and the part of the Austin want to apologize to the public that unfortunately we're here in

[1:25:04 PM]

the convention center and it took awhile to get all the technical glitch figured out, but we're committed to pass the joint power agreement and so I just want to reassure the public that we are going to take action on this, but unfortunately we just ran out of time. >> Mayor Adler: Thank you, councilmember Renteria. But you do point out the humongous challenge associated with bringing three bodies together like this. I want to thank staff for doing a pretty incredible job to give us a table that looks even more complicated than the one for the Paris peace accords. And to thank staff. >> Chair: Thank you, mayor. Member Elkins. >> Thank you, chair. I'm going to be very brief. I know we're short on time. Tony Elkins member of the

[1:26:04 PM]

atp board. I want to say we made a commitment to the voters that includes our ability to maintain meaningful public participation in the delivery of project connect with special emphasis on equity and anti-displacement matters. We also made a commitment to deliver this program on time and on budget. To do this we need to operate in a relatively tight process. I think we can achieve both objectives if we strike the right balance between both of those objectives. So do this we have to come up with an efficient process. I think what's clear to me over the past few days my inbox has been flooded with emails from the public which I appreciate is that our process for community engagement is an area for improvement at atp. By that what I mean that feedback from the community is not percolating up to the full atp board. So to fix this I propose and we need to talk about this

[1:27:05 PM]

internally is that we have staff of atp and a member of the cac work with various community organizations, atx mobility coalition, cac, city council, chamber, other groups, that we develop a dashboard so that we understand what the top topics of these community groups are. And that we understand what the statute of those comments are. We're not going to be able to say yes to all of those comments, but we need to understand that needs to be percolated up to the board and I would propose each month we have on our board agenda we have an allocation of time to take a look at those top comments from the community and how we're progressing on those. And that dashboard be put on our website. So hopefully we can have more discussion on that, but I think it's clear that we need to get more input from the community percolated up to the board. >> Chair: Thank you, member Elkins. Other comments? Chair, any final comments? Did I miss anybody? >> I have something to say.

[1:28:08 PM]

I think that I am, I second your comments, board member Elkins. And I would like to thank the community for flooding our inbox. I do think that we did here a very strong message of what this joint powers agreement means and it means to the community. I know the staff and everyone worked hard to address more than 60%, my understanding. I think by today we got to 80, 85% of the comments addressed. This shows a willingness for everyone to come to the table and have a conversation. These conversations are not happening to the level that I wish -- for someone like me who is new in this arena of open meetings act and understanding the logistics and making sure that everyone has the same level of access to us, I think that we can always do better and I do have -- I want us

[1:29:11 PM]

to continue to talk with each other because not only is it important for this jpa, but for the execution of the entire program. I do think that when we define Independence I want to make sure that the community understands that all of us will work together for the duration of the execution. For the life of this program we will be working together. Capital metro, the city of Austin, the Austin transit partnership are a cohesive team with the community along. We're not independent in that arena. What we want is clarity on which person is going to do what, which entity is going to do what, and I want us to continue to have that dialogue because this is the beginning of a very long process of building trust and building a commitment that really ensures that we are meaningful in how we'll

[1:30:12 PM]

affect the future of this region. I thank you, councilmember Renteria, for saying you're ready to vote today. I personally had a lot of less hesitation. I felt that things were not addressed for me and need to be addressed further. I encourage all of us to please continue this dialogue and to help staff, help us help the community because they have pulled a big marathon today and I just really am grateful for all the efforts. Can. >> Chair: Thank you, chair. Finally I'll say this. Again I want to reiterate my gratitude to my respective staffs. What they've done is miraculous

in my view and they're prepared to continue moving at an unbelievable pace. We need a grant agreement by the fall of 2024. That ought to be our goal.

[1:31:14 PM]

I geeked out the other day with my calculator and thought about what's the value to the public? In my day job I think about profit but here it's social profit, public benefit. And if you think about the value of a transit system it's a minimum of \$10,000 per person who can use it. That's the price of a car, the cost of a car, somewhere around 10,000. The cost of a bus pass for a year is a hundred dollars. So if you think about a benefit of \$9,500 -- our president said maybe 300,000 people would have the benefit of that once we get the system built. That's three billion dollars a year almost in public benefit. Three billion dollars a year of value provided to our transit riders. That's the reason we need to hurry is every time we delay, every extra five dollars we spend I think about that's a bus pass --

[1:32:17 PM]

that's a bus ride for somebody. So I think my message to our respective boards is let's be the boards worthy of the commitment of our staff to get this project done and move forward. I'm grateful for all the collaboration in the last few days. As the chair said there's been a lot of speed from staff and colleagues on the board trying to get this thing pulled together. We're close. We have a little bit more work to do and I think we'll all be better off spending some time on it. I thank you all for your time and attention today. And unless there's any other business the capmetro board will stand adjourned. Our time is 1:34, sorry. >> Mayor Adler: City council is adjourned at 1:34. >> The atp board of directors stands adjourned. And the time is 1:34.

[1:33:15 PM]