

Mobility Committee Meeting Transcript – 06/13/2019

>> Kitchen: OUR FIRST ORDER OF BUSINESS IS APPROVAL OF THE MINUTES, SO COUNCILMEMBER GARZA MOVES APPROVAL.

COUNCILMEMBER ELLIS SECONDS.

ALL IN FAVOR?

>> AYE.

>> Kitchen: AYE.

SO MINUTES PASSED.

CITIZEN COMMUNICATION, I UNDERSTAND WE DO NOT HAVE ANYONE.

RIGHT?

OKAY.

ALL RIGHT.

SO WE'RE GOING TO START WITH THE FIRST ITEM, WHICH RELATES TO THE PRELIMINARY FINDINGS IN RESPONSE TO THE COUNCIL RESOLUTION RELATED TO CREATION OF AN INCENTIVE PROGRAM TO SUPPORT INCREASED TRANSIT USE.

>> THANK YOU, MADAM CHAIR, COUNCILMEMBERS.

ROBERT SPILLAR, TRANSPORTATION DEPARTMENT DIRECTOR.

I'M ALSO JOINED BY OUR RESIDENT NATIONAL EXPERT ON TDM.

SHE'LL BE ACTUALLY GIVING THE PRESENTATION BUT I WANTED TO GIVE AN INTRODUCTION.

COUNCIL ASKED US TO WORK WITH A RANGE OF PARTNERS AND OTHER DEPARTMENTS TO COME BACK TO YOU ALL WITH A LIST OF POSSIBLE INCENTIVES, TRANSIT INCENTIVES THAT WE MIGHT APPLY OR THINK ABOUT APPLYING AS A CITY TO ENCOURAGE MORE CREDIT RIDERSHIP ACROSS THE BOARD.

SO THAT'S WHAT WE ARE BACK HERE TODAY IS TO REPORT ON SOME PRELIMINARY IDEAS ABOUT HOW WE MIGHT GO ABOUT INCENTIVIZING TRANSIT.

IN COMING BACK TO YOU TODAY WITH THIS PRELIMINARY REPORT, WE'VE WORKED WITH CAPITAL METRO, OUR PARTNERS AT CAPITAL METRO, CERTAINLY MOVABILITY, I SEE THEM IN THE ROOM, AND THEN VARIOUS DEPARTMENTS, FOR INSTANCE, DEPARTMENT OF SUSTAINABILITY, INNOVATIONS, AND ALSO EQUITY OFFICER IN TERMS OF DEVELOPING SOME IDEAS FOR YOUR CONSIDERATION, AND WE'D ASSUME AT SOME POINT DIRECTION FROM COUNCIL FOR US TO PROCEED ON.

THERE WERE TWO MAJOR POINTS, THAT BEING ONE OF THEM, COME WITH IDEAS FOR HOW TO INCENTIVIZE TRANSIT, BUT ONE OF THE SPECIFIC AREAS YOU ASKED US TO THINK ABOUT WAS HOW, YOU KNOW, WE MIGHT DISCOUNT UTILITY BILLS OR SIMILAR FUNDING INCENTIVES TO ENCOURAGE THAT.

AND A COUPLE OF POINTS ON THAT, WE DID DO SOME INITIAL ANALYSIS ABOUT THIS IDEA OF DISCOUNTING PUBLIC UTILITY BILLS.

A COUPLE OF ITEMS WE FOUND IN OUR RESEARCH THAT WAS NOT PARTICULARLY INDICATED BY RESPONDENTS, SOMETHING THAT WOULD PERSUADE THEM TO USE TRANSPORTATION, ALSO AN EQUITY ISSUE WITH REGARDS TO MAYBE DISCOUNTING ELECTRICAL OR WATER BILLS TO GET YOU TO RIDE TRANSIT, BUT IN TERMS OF OUR RESEARCH, WE ACTUALLY FOUND A PLACE WHERE THERE WAS GREAT NEXUS, AND THAT IS PARKING, WE RUN OUR PARKING SYSTEM AS A UTILITY, IF YOU WILL, AND SO ESPECIALLY IN OUR MOST CONGESTED AREAS, CENTRAL BUSINESS DISTRICT AND OTHER MAJOR EMPLOYMENT CENTERS, WE REALLY DO MANAGE PARKING, SO THAT THEN GIVES US A DIRECT NEXUS BACK TO INCENTIVIZING TRANSIT BECAUSE THE MORE PEOPLE WE CAN GET TO NOT PARK, IN A SENSE, AND USE ALTERNATE MEANS, THEN WE MAKE ROOM FOR CUSTOMERS WHO HAVE NO OTHER CHOICE BUT TO DRIVE.

SO, THEREFORE, THERE'S A REALLY GOOD NEXUS THERE.

NOT ONLY CAN WE THINK OF INCENTIVIZE AS CARROTS, BUT WE CAN THINK OF INCENTIVES AS STICKS, IF YOU WILL.

SO IF WE INCREASE THE COST OF PARKING, THEN THAT SERVES AS AN INCENTIVE, IN AND OF ITSELF, ALTHOUGH WE DON'T TYPICALLY CALL NEGATIVE INCENTIVES, INCENTIVES, BUT THAT'S SORT OF THE STICK SIDE OF THE INCENTIVE.

SO WHAT YOU SEE HERE TODAY IS CONTEMPLATION AROUND SORT OF THAT NEXUS, HOW DO WE THOUGHTFULLY USE PERHAPS WHAT WE'LL BRING TO YOU IN A BUDGET SESSION LATER THIS SUMMER, A REQUEST TO INCREASE OUR BASE PARKING RATES, WITH THE OPPORTUNITY TO INCENTIVIZE PEOPLE TO USE OTHER ALTERNATIVES.

SO THAT'S WHAT YOU'LL MOSTLY SEE TODAY.

WITH THAT I'M GOING TO TURN IT OVER TO TIMTIM.

AS I SAID, SHE IS ONE OF OUR STARS, IF YOU WILL, IN TRANSPORTATION, IN THAT SHE'S SEEN AS A NATIONAL RESOURCE ON TDM SO IT WAS A PLEASURE TO BE ABLE TO COME BACK TO YOU TODAY WITH TRANSIT RECOMMENDATIONS.

THERE YOU GO.

>> THANK YOU.

THANK YOU.

I'LL GO THROUGH THE PROCESS OF TACKLING THIS RESOLUTION AND THEN DIVE INTO OUR TOP RECOMMENDATIONS.

SO THIS RESOLUTION WAS INITIATED BY COUNCIL BACK IN DECEMBER WITH THE GOAL OF INCREASING TRANSIT USE THROUGH INCENTIVE PROGRAMS.

OUR CORE WORKING GROUP WAS LED BY THE TRANSPORTATION DEPARTMENT, AS WELL AS CAPITAL METRO INNOVATION OFFICE AND EQUITY OFFICE.

OUR PROCESS INCLUDED UTILIZING BOTH INTERNAL AND EXTERNAL RESOURCES.

WE LEANED HEAVILY ON THE EXPERTISE OF OUR CORE WORKING GROUP, AND ON TOP OF THAT, THE INNOVATION OFFICE LED SOME INTERVIEWS OF POTENTIAL RIDERS SO WE COULD GAIN UNDERSTANDING OF WHAT THEIR BARRIERS WERE, AS WELL AS HOW THEY WOULD RANK POSSIBLE INCENTIVES.

WE ALSO UTILIZED EXTERNAL RESOURCES.

WE PARTNERED WITH THE BLOOMBERG'S AMERICAN CITIES CLIMATE CHALLENGE GRANT THAT WE RECEIVED AND UTILIZED THEIR EXPERTS TO CONDUCT BEST PRACTICE RESEARCH, AND ALSO EVALUATE RECOMMENDED STRATEGIES.

AND THEN WE ALSO SOLICITED FEEDBACK FROM TRANSPORTATION DEMAND MANAGEMENT EXPERTS, BOTH LOCALLY THROUGH CAPCOG'S REGIONAL MEMBERS, AS WELL AS NATIONALLY THROUGH THE TRANSPORTATION RESEARCH BOARD, WHICH IS AN ARM OF THE NATIONAL ACADEMY OF SCIENCES.

WE WANTED TO MAKE SURE WE WERE FOCUSED, SO WE CAME UP WITH SOME BOUNDARIES AND GOALS LISTED HERE.

I'LL JUST HIGHLIGHT A COUPLE OF THEM.

THE SECOND ONE IS TO FOCUS ON AREAS THAT CURRENTLY HAVE HIGH POTENTIAL FOR TRANSIT RIDERSHIP, BUT EXIST IN LOW PARTICIPATION.

THEN THE LAST GOAL IS TO MAKE SURE WE'RE NOT PROVIDING RECOMMENDATIONS THAT ARE INFRASTRUCTURE OR SERVICE-RELATED.

SO I WILL DEEP-DIVE INTO THE TOP SIX RECOMMENDED STRATEGIES FOR YOU, AND SO LET'S JUST GO RIGHT TO IT.

STRATEGY A IS TRANSIT PASSES FOR REGISTERED MOVABILITY MEMBERS AND FOCUS MARKETING PROGRAM.

FOR THOSE OF YOU WHO DON'T KNOW, MOVABILITY IS OUR REGION'S ONLY TRANSPORTATION MANAGEMENT ASSOCIATION, OR TMA, THAT FOCUSES ON HELPING COMPANIES DEVELOP SUSTAINABLE COMMUTE PROGRAMS.

SO WE SEE THE STRATEGY AS DUAL BENEFIT.

FIRST, BY PROVIDING EITHER FREE OR HEAVILY DISCOUNTED TRANSIT PASSES, WE HOPE TO INCREASE TRANSIT RIDERSHIP.

BUT SECOND, BY ENCOURAGING COMPANIES TO BECOME MOVABILITY MEMBERS FIRST, WE ARE PROVIDING THESE COMPANIES WITH EXTENSIVE RESOURCES FOR THEM TO DEVELOP COMPREHENSIVE

COMMUTE PROGRAMS SUCH THAT THE BENEFIT GOES WAY BEYOND THAT INITIAL BENEFIT OF FREE TRANSIT PASSES IN THE FIRST PLACE.

STRATEGY B IS TO EXPAND MOVABILITY TO CREATE SUB-TMA'S.

SO WE UNDERSTAND THAT THERE ARE BUSINESS DISTRICTS ALL AROUND AUSTIN THAT EACH HAVE PRETTY UNIQUE MOBILITY CHALLENGES AND UNIQUE MOBILITY RESOURCES.

SO THE STRATEGY IS RECOMMENDING THAT MOVABILITY EXPAND INTO THESE BUSINESS DISTRICTS SO THAT THEY CAN PROVIDE TAILORED OUTREACH AND IMPLEMENTATION OF MOBILITY SERVICES TO THESE UNIQUE BUSINESS DISTRICTS.

>> COULD I --

>> OF COURSE.

>> ONE QUICK ADD-ON, IT'S ONE THING TO GIVE DISCOUNTS BUT IT'S ANOTHER THING TO HAVE AN ORGANIZATION THAT'S ACTIVELY REACHING OUT TO THE BUSINESSES AND EMPLOYEES IN THAT SORT OF WORK DESTINATION CREATION ACTIVITY CENTER TO REALLY WRAP PROGRAMS AND SERVICES AROUND THEM SO THAT NOT ONLY ARE YOU GETTING POTENTIALLY A FREE OR VERY DISCOUNTED TRANSIT PASS, BUT YOU ALSO HAVE A PROGRAM THAT'S SAYING, HEY, WE NOTICE THAT YOU'RE NOT USING YOUR TRANSIT PASS; IS THERE A PROBLEM?

DO YOU NEED SOMEONE TO DO THAT FIRST TRIP WITH YOU?

DO YOU NEED SOMEONE TO HELP PLAN THOSE TRIPS?

DO YOU NEED SOMEONE TO HELP YOU THINK THROUGH HOW YOU COULD MAYBE SAVE MORE MONEY BY MAYBE GIVING UP YOUR PARKING SPACE AND THINGS LIKE THAT.

THAT WAS OUR THINKING AROUND THE TMA.

WHEN WE STARTED, WE THOUGHT ABOUT VARIOUS BUSINESS ORGANIZATIONS, WHETHER IT BE THE DOWNTOWN AUSTIN ALLIANCE OR CHAMBERS OR WHATEVER, BUT REALLY CAME BACK TO THIS IDEA TO WRAPPING IT AROUND A TMA CONCEPT BECAUSE THAT'S REALLY WHAT TMAS ARE ABOUT, TRANSPORTATION MANAGEMENT ASSOCIATIONS, WRAPPING THOSE EMPLOYER DESTINATIONS AND EMPLOYEES AND PUBLICS WITH THE FULL SERVICES OF MANAGEMENT.

>> THANK YOU, ROB.

SO STRATEGY C IS A TRANSIT USE REWARDS PROGRAM.

SO THIS PROGRAM HAS AN OPPORTUNITY TO GO IN A VARIETY OF DIRECTIONS, DEPENDING ON PARTNERSHIPS, BUT, FOR EXAMPLE, TRANSIT RIDERS COULD GAIN ACCESS TO CITY FACILITIES, LIKE FREE ACCESS TO BARTON SPRINGS POOL, OR THEY COULD GET DISCOUNTS ON LOCAL GROCERY STORES OR THE LOCAL FARMER'S MARKET, OR THEY COULD EVEN POTENTIALLY SKIP THE SECURITY LINE IF THEY TOOK TRANSIT TO THE AIRPORT, WHICH IS SOMETHING THAT THE CITY OF BOSTON IS CURRENTLY TESTING OUT.

STRATEGY D IS A PERSONALIZED NUDGE PILOT.

SO THIS IS AN INTERESTING PROGRAM.

THIS WAS PILOTED IN DOWNTOWN DURHAM, NORTH CAROLINA, THROUGH A DIFFERENT BLOOMBERG GRANT, AND WHAT THIS ENTAILED WAS PROVIDING VERY PERSONALIZED AND VERY TAILORED ROUTE OPTIONS TO INDIVIDUAL COMMUTERS.

AND THEN ADDING INCENTIVES ON TOP OF THAT TO ENCOURAGE THESE COMMUTERS TO ACTUALLY TRY THE OPTIONS.

IN DOWNTOWN DURHAM THEY FOUND THIS PILOT SUCCESSFUL AND SAW A DROP IN DRIVE-ON RATES OF COMMUTERS GOING TO DOWNTOWN AFTER IMPLEMENTING IT.

>> SO IF I MAY, YOU KNOW, AGAIN, GETTING BACK TO THIS IDEA OF WHAT THE TMA COULD PROVIDE AROUND ANY KIND OF DISCOUNTED SERVICES, ONE THING TO HAVE THE DISCOUNTED SERVICE, BUT THEN FOR A LOT OF FIRST-TIME RIDERS, THERE'S A LOT OF ANXIETY, HE DO I TAKE THIS BUS ROUTE OR THAT BUS ROUTE, WHAT IF IT'S LATE OR WHATEVER, AND THAT'S WHAT THIS NUDGE PROCESS CAN DO, HELP THE INDIVIDUAL TAYLOR AROUND GETTING AROUND THE FIRST-TIME ANXIETY, SO YOU HAVE SOME ASSURANCE, OKAY, THIS IS THE WAY YOU DO IT.

>> STRATEGY E IS GAMIFICATION AND FREQUENT RIDER PROGRAM.

SO GAMIFICATION CAN BE AN INCREDIBLY EFFECTIVE STRATEGY IF IMPLEMENTED THOUGHTFULLY, AND STRATEGIES WE'VE SEEN ARE EVERYTHING FROM CREATING A FREQUENT RIDER PROGRAM, SO VERY SIMILAR TO A FREQUENT FLIER PROGRAM, SO PEOPLE EARN MORE POINTS THE MORE THEY RIDE TRANSIT.

THEY CAN GAMIFY THROUGH COMMISSIONS BETWEEN DIFFERENT COMPANIES OR EVEN POINTS EARNED CAN BE DONATED TO LOCAL NONPROFITS.

STRATEGY F IS UNBUNDLED CITYWIDE PARKING.

SO THIS REQUIREMENT WOULD BREAK APART THE COST OF EITHER LEASING OR PURCHASING PARKING FROM THE COST OF EITHER LEASING OR PURCHASING AN APARTMENT, A CONDO, OR A COMMERCIAL SPACE.

AND WHAT THIS DOES IS JUST HIGHLIGHT THE TRUE COST OF PARKING TO THE USER, AS WELL AS GETTING RID OF THE PRACTICE OF FORCING USERS TO PAY FOR MORE PARKING THAN THEY MAY POSSIBLY WANT.

>> AND WITH THIS INCENTIVE, WE WOULD RECOMMEND ALSO MAKING SURE THAT THE PEOPLE WHO HAVE ALREADY CONSTRUCTED PARKING CAPACITY HAVE THE ABILITY TO REUSE THAT PARKING CAPACITY.

SO WHAT I MEAN BY THAT IS TO MAKE IT AVAILABLE TO THE PUBLIC FOR HOURLY PARKING OR WHATEVER, JUST TO MAKE SURE THAT, AGAIN, THOSE EXISTING FIXED ASSETS ARE STILL BEING USED, BUT MAYBE USED FOR DIFFERENT PURPOSES, PUBLIC PURPOSES FOR CUSTOMERS COMING TO NEW BUSINESS DISTRICTS OR SO FORTH.

>> SO IN TERMS OF IMPLEMENTATION AND FUNDING, WE DO SEE THAT MOST OF THESE STRATEGIES HAVE A VARIETY OF POTENTIAL FUNDING SOURCES.

ROB ALREADY ALLUDED TO CITY OF AUSTIN LOOKING AT PARKING FEES AND PARKING REVENUES, AND WE ALSO EXPECT TO PARTNER WITH CAPITAL METRO AND FIND OTHER PUBLIC AND PRIVATE PARTNERSHIPS, DEPENDING ON WHAT STRATEGIES WE CHOOSE TO PURSUE.

AND HERE IS A TABLE THAT JUST SUMMARIZES THOSE SIX I JUST WALKED THROUGH, INCLUDING HIGH LEVEL COST AND FTE ESTIMATES, SO WE ARE READY FOR QUESTIONS NOW.

>> I WOULD ALSO SAY WE'VE SUPPLIED A DRAFT REPORT TO YOU ALL FOR REVIEW AS WELL THAT GO BEYOND JUST THESE FIRST TOP SIX ITEMS.

THERE'S OTHERS IN THERE THAT ARE NO LESS VIABLE THAN THESE FIRST SIX.

THESE WERE THE SIX THAT WE SPECIFICALLY WANTED TO HIGHLIGHT TO YOU.

>> Kitchen: OKAY.

LET'S SEE, COUNCILMEMBER GARZA.

>> Garza: ON PAGE 5, IT TALKS ABOUT THE GOALS AND IT SAYS DO NOT PROVIDE RECOMMENDATIONS THAT ARE INFRASTRUCTURE OR SERVICE-RELATED.

WHAT DOES THAT MEAN?

>> THAT MEANS WE WANTED TO MAKE SURE THESE WERE SHORT-TERM RECOMMENDATIONS, MEANING WE DIDN'T WANT TO SAY YOUR TOP RECOMMENDATION IS TO INVEST MULTIMILLIONS OF DOLLARS INTO ADDING NEW BUS LINES IN CERTAIN AREAS, INCREASING FREQUENCY.

>> Garza: OKAY.

>> WE THOUGHT THAT WAS NOT WITHIN THE BALANCE OF THIS RESOLUTION.

>> Garza: OKAY.

THEN YOU MENTIONED, BECAUSE ONE OF THE RECOMMENDATIONS THAT I DON'T SEE ON HERE THAT WAS SUGGESTED FROM THE INITIAL IFC WAS THE INABILITY -- SO ONE OF THE IDEAS WAS, IF YOU COULD GIVE SOMEONE CREDIT ON THEIR UTILITY BILL FOR -- YOU KNOW, BY SHOWING THAT THEY HAD RIDDEN TRANSIT 15 OUT OF 30 DAYS, AND YOU MENTIONED EQUITY ISSUES AND COMMENTS BY FOLKS NOT WANTING THAT, SO, FIRST, I WANT TO KNOW WHAT -- EXPLAIN THOSE EQUITY ISSUES, AND SECOND, DOES THE DRAFT INCLUDE PEOPLE'S COMMENTS THAT SAID, NO, I WOULD NOT, GETTING A DISCOUNT ON ANY SERVICES WOULD NOT INCENTIVIZE ME TO RIDE THE BUS?

>> SO THERE'S TWO THOUGHTS THERE.

I THINK THAT --

>> I CAN TALK ABOUT THE INTERVIEWS.

>> YEAH, YOU TALK ABOUT THE INTERVIEWS, I'LL TALK ABOUT THE FIRST PIECE.

IF A UTILITY IS USED, THERE'S A COST ASSOCIATED -- ASSOCIATED WITH THAT.

IF A DIRECT CUSTOMER DOESN'T PAY, THE REMAINING CUSTOMERS HAVE TO PAY FOR THAT, THEORETICALLY.

THAT'S WHAT I MEANT.

>> Garza: YOU COULDN'T SUBSIDIZE -- MY UNDERSTANDING OF FEES IS YOU HAVE TO PAY THE COST OF SERVICE.

SO IT WOULD BE ANOTHER POT OF MONEY, AND WHETHER THAT BE A ONE-TIME FUND THE CITY MANAGER IDENTIFIES OF \$100,000 --

>> RIGHT.

>> Garza: -- THE MOTIVATION BEHIND THAT SUGGESTION WAS NOT THAT NOW EVERYBODY ELSE IS GOING TO PAY FOR THESE FEES.

>> OKAY.

PERHAPS THAT'S HOW WE INTERPRETED WHAT WAS BEING ASKED.

>> Garza: OKAY.

>> SO MAYBE THAT WAS -- WE HAVE OTHER WAYS.

IF THAT'S THE OUTCOME IS TO HAVE A ONE-TIME SET OF FEES AND REWARD PEOPLE FOR USING TRANSIT, THERE'S OTHER WAYS TO DO THAT OTHER THAN THE UTILITY BILLS, WE CAN, YOU KNOW, FIND A WAY TO DO IT.

BUT OUR ASSUMPTION WAS THAT YOU WOULDN'T BE ABLE TO DO THAT THROUGH THE UTILITIES, AND THE FURTHER THAT, YOU KNOW, UTILITY GETS AWAY FROM THE IMMEDIATE REWARD, JUST LIKE A LOT OF PEOPLE DON'T PERCEIVE THE COST OF DRIVING A CAR BECAUSE THEY PAY THEIR INSURANCE ONCE A MONTH AND THEIR GAS FURTHER AWAY FROM THE ACTUAL USE, AND SO BY TRYING TO GET CLOSER TO THE USE OF, HEY, I HAVE A FREE TRANSIT PASS OR REDUCED TRANSIT PASS, SO THAT IMMEDIATE RIDE IS LESS, WE THOUGHT THE BENEFIT WOULD BE BETTER.

WOULD YOU COMMENT ON --

>> YEAH.

SO WE CONDUCTED INTERVIEWS WITH POTENTIAL RIDERS, OBVIOUSLY IT'S A SMALL SAMPLE SIZE, SO WE AREN'T MAKING GRAND STATEMENTS ABOUT IT, BUT WHAT WE FOUND WAS THAT DISCOUNTS ON UTILITY BILLS COMPARED TO OTHER RECOMMENDED INCENTIVES WERE PRETTY MINOR IN TERMS OF THEIR INTEREST, AND THERE WERE A HANDFUL OF FOLKS WHO WERE GREATLY INTERESTED IN IT, BUT THEY ALSO IDENTIFIED BIGGER BARRIERS, SUCH THAT A UTILITY BILL WOULD ONLY INDIRECTLY AFFECT WHETHER THEY COULD USE TRANSIT IN THE FIRST PLACE.

SO JUST BASED ON ANECDOTAL, SMALL SAMPLE SIZE, TO US IT SEEMED LIKE A UTILITY BILL WAS VERY LOW ON THE LIST OF INCENTIVES THAT THEY WERE INTERESTED WITH.

>> COUNCILMEMBER, LET'S GO BACK AND RETHINK, NOW THAT YOU'VE EXPRESSED WHAT YOU JUST DID ABOUT IT WASN'T DISCOUNTING THE UTILITY BILL, IT WAS, LIKE YOU SAID, A PUT OF MONEY AND JUST USING THE UTILITY BILL AS THE VEHICLE.

LET US GO BACK AND THINK WITH THAT WITH OUR OTHER PARTNERS AND SEE IF WE CAN GIVE YOU SOME MORE HIGHLIGHTS ON THAT.

I THINK WE CERTAINLY INTERPRETED IT, AND MAYBE THE PEOPLE WE WERE ASKING, CERTAINLY INTERPRETED IT AS GETTING A DISCOUNT ON THEIR UTILITY BILL, SO --

>> Garza: WELL, IT IS A DISCOUNT BUT IT'S NOT SAYING OTHER PEOPLE -- THE REST OF THE PEOPLE ARE PAYING FOR IT.

>> I UNDERSTAND.

>> Garza: OKAY.

THOSE ARE ALL MY QUESTIONS. THANK YOU FOR ALL YOUR WORK ON THIS.

I LOOK FORWARD TO READING THE DRAFT AND MAYBE MAKING SOME PROPOSALS DURING THE BUDGET.

>> I WILL SAY, COUNCILMEMBER, SEVERAL OF THESE ITEMS I THINK ARE VERY EXCITING.

FOR INSTANCE, THE FIRST ONE HAS THE POTENTIAL, I THINK, TO PULL IN MANY MORE OF THE STATE AGENCIES THAT DO NOT PARTICIPATE IN MOVABILITY OR DO NOT PROVIDE TRANSIT INCENTIVES TO THEIR EMPLOYEES, AND, THEREFORE, THEY HAVE A RATHER LOW TRANSIT INCENTIVE, YET THEY HAVE A BIG FOOTPRINT HERE IN THE CENTRAL AUSTIN.

AND SO I THINK THAT HAS A REAL OPPORTUNITY TO PULL IN A LARGE NUMBER OF EMPLOYEES THAT MIGHT NOT BE WITHIN THE PERCEIVED TRANSIT SHED THAT WE HAVE RIGHT NOW.

AND SO THAT COULD BE A PRETTY IMPACTFUL, BENEFICIAL OPTION.

>> Garza: OKAY.

ONE LAST THING, I DO LIKE THE IDEA OF LIKE A REWARDS PROGRAM WHERE YOU COULD SHOW THAT YOU ROAD THE BUS WHATEVER AMOUNT OF TIMES OR ONE TIME AND YOU GET INTO BARTON SPRINGS POOL FREE.

>> RIGHT.

>> Garza: I THINK THAT'S A --

>> RIGHT.

>> Garza: THAT'S A GOOD IDEA.

>> I ALSO THINK THAT PRIVATE ENTITIES, LARGE GROCERY STORES, COFFEE SHOPS OR WHATEVER, WOULD SEE THAT AS A WAY TO BRING MORE PEOPLE INTO THEIR SHOPS, AND SO THERE MIGHT BE A NATURAL PARTNERING OPPORTUNITY WITH THOSE PRIVATE ENTITIES TO ENCOURAGE TRAFFIC IN THEIR STORES, IN A SENSE, TOO.

>> Kitchen: COUNCILMEMBER ELLIS.

>> Ellis: I'M INTRIGUED BY THAT I THINK IT'S ALSO IMPORTANT TO NOTE THAT ALTHOUGH MOST OF AUSTIN IS ON AUSTIN ENERGY, THERE ARE PORTIONS OF PEOPLE WHO RESIDE IN THE CITY THAT USE

OTHER FORMS OF ELECTRICITY, OR, YOU KNOW, ELECTRIC COMPANIES, PEDERNALES ELECTRIC, ET CETERA.

YOU KNOW WHAT I'M TRYING TO SAY.

>> YEAH.

>> Ellis: AND THAT PEOPLE WHO COULD UTILIZE TRANSIT MAY NOT LIVE IN AUSTIN AT ALL, SO I THINK IT'S CRITICAL TO LOOK AT THOSE INCENTIVE PROGRAMS ON THAT LEVEL, AND I'M GLAD THAT THERE'S TALK OF OVERLAPPING WITH PRIVATE ENTITIES AND CAPMETRO.

HAVE THOSE CONVERSATIONS STARTED ABOUT WHAT THAT FINANCIAL PARTNERSHIP MIGHT LOOK LIKE FOR THIS PARTICULAR PROGRAM, OR ARE WE STILL TOO EARLY IN THE GAME FOR THAT TO HAVE STARTED?

>> SO -- CORRECT ME IF I'M WRONG, THE COST HERE ARE THE TOTAL COSTS TO THE EFFORT, BUT YES, THEY'VE BEEN FORMED IN CONVERSATION WITH CAPMETRO, AND SO AGAIN, THE TRANSIT PASSES, THAT'S THE TOTAL COST.

I WOULD NOT ASSUME THAT THE CITY WOULD BE RESPONSIBLE FOR BEARING THE FULL BURDEN OF THAT COST, BUT CERTAINLY THE IDEA WOULD BE TO REPLACE ANY LOSS REVENUE, BUT THE CITY BUYS IN BULK, SO WE'D BE LOOKING FOR SOME KIND OF DISCOUNT AS PART OF THAT.

SO WHAT WE'VE TRIED TO DO IS PUT TOTAL COST ESTIMATES IN THERE, ROUND NUMBERS, IF YOU WILL, THEN START TO WORK ON HOW WE PARTNER, BUT THEY'VE BEEN PART OF THE CONVERSATION ALL ALONG.

>> Ellis: THAT'S GOOD TO HEAR.

AS FAR AS STRATEGY F, UNBUNDLING CITYWIDE PARKING, I THINK THAT'S A GOOD STRATEGY AND I'M JUST CURIOUS IF THAT WOULD RESULT OR NEED ANOTHER COUNCIL ACTION TO BE ABLE TO DO THAT, BECAUSE I KNOW THE INCENTIVES FOR RESOLUTION, THE CONVERSATION HAPPENED BEFORE I CAME ON TO CITY COUNCIL, SO I WAS JUST CURIOUS IF YOU WOULD AT SOME POINT NEED THAT TO COME BACK TO US OR --

>> YES.

IT WOULD PROBABLY BE PART OF THE DISCUSSION OF THE CODE REWRITE PROCESS BECAUSE IT IS A CODE-RELATED ELEMENT.

>> OKAY.

>> IT COULD PROBABLY BE DONE BY SEPARATE ORDINANCE, BUT ULTIMATELY, THAT WHERE IT GETS HELD AND PACKAGED.

YOU KNOW THAT'S A WELL-PROVEN SOLUTION BECAUSE AUSTIN HAS DONE IT IN THE UNO DISTRICT AS WELL AS HERE, SO, YOU KNOW, YOUR PARKING IS A SECOND DISCUSSION, TYPICALLY.

>> Flannigan: IN THE FULL REPORT, THERE ARE ADDITIONAL STRATEGIES TO BE NOTED. SOME OF THOSE ARE I THINK PRETTY ATTRACTIVE IDEAS.

THE DEMAND OF RESPONSIVE PRICING FOR METERS, IS THERE A REASON WHY THAT DIDN'T MAKE THE TOP LIST?

I MEAN --

>> WE KNEW WE HAD A REALLY SHORT TIME TO PRESENT, WE DIDN'T WANT TO OVERBURDEN YOU ALL WITH 15 STRATEGIES.

I ALSO DID THINK --

>> Flannigan: WE BURDEN OURSELVES.

[LAUGHTER]

>> IT WAS ARBITRARY THAT WE STOPPED -- BUT OKAY.

>> Flannigan: ALL RIGHT.

I'M INTERESTED IN A LOT OF THIS STUFF, TOO.

>> YEAH.

>> Flannigan: TO WHAT EXTENT DO WE KNOW WHERE THESE STRATEGIES HAVE WORKED IN OTHER CITIES?

SPECIFICALLY CITIES THAT HAVE SIMILAR TRANSIT SYSTEMS.

>> SO ALL OF THE STRATEGIES, IF YOU LOOK IN THE REPORT, WE PUT IN AT LEAST ONE EXAMPLE OF A CITY THAT'S IMPLEMENTED IT OR HAS SOME INITIAL RESULTS.

IF YOU WOULD LIKE ADDITIONAL KIND OF RESOURCES OR READING, WE CAN ALSO TAKE THE TIME TO MAKE SURE WE ASK AROUND AND FIND OTHER EXAMPLES.

BUT ALL OF THESE STRATEGIES WERE NOT MADE UP OUT OF THIN AIR.

EVERY SINGLE ONE OF THEM HAS BEEN IMPLEMENTED IN OUR CITIES.

>> Flannigan: I'M OKAY WITH STRATEGIES BEING MADE UP OUT OF THIN AIR.

I MEAN, THIS IS AUSTIN, AFTER ALL.

>> YEAH.

>> Flannigan: THAT'S FINE, YOU KNOW.

>> AND SO, IF I MAY, WHAT I WAS GOING TO SAY IS, VARIABLE PRICING, FOR INSTANCE, OR THAT PRICING HAS BEEN USED IN OTHER CITIES, SEATTLE AND LOS ANGELES USE IT.

THEY MAY USE IT FOR A DIFFERENT PURPOSE, SO WHERE I THINK YOU SEE INNOVATION, AND THIS IS HOW I LIKE TO DO INNOVATION, SEE WHERE OTHER PEOPLE ARE USING TECHNIQUES BUT MAYBE NOT FOR THE SAME PURPOSE AUSTIN MIGHT APPLY IT.

WE HAVE IN IT OUR SUGGESTIONS TO TAKE IDEAS USED BY OTHER CITIES FOR MAYBE OTHER END POINTS, BUT APPLY THEM HERE.

GENTRIFICATION, FOR INSTANCE.

>> Flannigan: I AGREE WITH WHAT YOU SAID ABOUT WORKING WITH, LIKE, COFFEE SHOPS ON INCENTIVE PROGRAMS.

>> YEAH.

>> Flannigan: I'VE SEEN IN THE REPORT, BUT I LOST THE PAGE OF IT, METROPIA, I THINK IT WAS CALLED, ACTUALLY USED THAT FOR A WHILE, JUST TESTING IT, BUT IT WAS REWARDING YOU FOR DRIVING, TOO, SO IT WAS KIND OF AN ODD INCENTIVE PROGRAM, BUT IT WORKED, LIKE THE GAMIFICATION THING IS DEFINITELY A THING AND THE MORE WE CAN THINK ABOUT KIND OF TO USE TECH SPEAK USER EXPERIENCE, USER INTERFACE DESIGN TECHNIQUES I THINK IS GOING TO BE THE CHEAPEST POSSIBLE WAY WE CAN GET A BANG FOR OUR BUCK BECAUSE, I MEAN IT'S KIND OF LIKE WITH ENFORCEMENT.

WE CAN EITHER COACH PEOPLE TO DO THE RIGHT THING OR SPEND ALL OF THE MONEY ON ENFORCEMENT, IT'S A LITTLE BIT OF BOTH.

>> RIGHT.

AND TO THAT END, LOOK HOW IMPORTANT FREQUENT FLIER PROGRAMS ARE WITH THE AIRLINES.

YOU KNOW, YOU CAN BUY EVERYTHING FROM DAILY GOODS AND SERVICES TO NEW AIRLINE TICKETS.

AND SO -- AND IT'S SPREAD INTO OTHER AREAS, LIKE CREDIT CARDS AND SO FORTH.

SO...

>> Kitchen: COUNCILMEMBER ALTER.

>> Alter: THANK YOU.

I WANT TO -- I APPRECIATE MY COLLEAGUES WHO WERE INVOLVED WITH THIS RESOLUTION IN THE FIRST PLACE.

I THINK THESE ARE SOME REALLY CREATIVE IDEAS THAT HAVE COME OUT OF THIS.

I WANTED TO OBSERVE THAT, YOU KNOW, IN JUNE NOW WE HAVE THE LEGISLATURE OUT OF SESSION, WE HAVE AISD OUT OF SESSION, AND YOU HAVE U.T. OUT OF SESSION, AND FOR ME AT LEAST THE TRAFFIC IS MUCH LESS.

AND SO IT WAS MAKING ME THINK ABOUT HOW ARE WE TARGETING SOME OF THOSE -- FOR SOME OF THOSE POPULATIONS.

SO I KNOW YOU KIND OF DID BROAD STUFF AND I HAVEN'T HAD A CHANCE TO DIVE INTO THE REPORT, BUT CAN YOU SPEAK TO KIND OF -- THE LEGISLATURE MAY BE THE STATE GOVERNMENT, TOO, BUT HOW WE'RE THINKING ABOUT THAT WITH RESPECT TO POPULATIONS THAT YOU CAN GET AT A LOT OF PEOPLE IN A VERY CONCENTRATED WAY THAT HAVE PERHAPS A PROFILE THAT YOU CAN TARGET EASILY.

>> RIGHT.

SO THOSE FIRST FEW ITEMS, A, B, AND C, ARE REALLY -- I THINK WOULD GO A LONG WAY TO TARGETING THE STATE EMPLOYEES THAT ARE IN THE LARGE COMPLEXES THAT, FOR WHATEVER REASON, THEIR AGENCIES EITHER DO OR DON'T PARTICIPATE.

I KNOW IT'S DIFFICULT FOR THE STATE TO DISCOUNT TRANSIT PASSES SIGNIFICANTLY FOR THEIR EMPLOYEES, AND SO IT SORT OF TAKES THE INITIATIVE THAT, YES, WE'D LOVE FOR THOSE AGENCIES TO DO IT, BUT BY GOSH, IT'S IMPACTING THE CITY ANYWAY, SO LET'S STEP IN AND FIGURE OUT A WAY TO DO THAT.

SO I THINK THAT'S A POPULATION.

ANOTHER, I THINK, TACTIC THAT MIGHT NOT, SORT OF, QUALIFY AS A FAST AND EASY THING TO DO IS A FOCUS AREA THAT WE'RE INCREASINGLY STARTING TO THINK ABOUT, IS, YOU KNOW, THAT REDUCTION IN TRAFFIC, WE USED TO BLAME ON U.T., BUT IT'S NOT REALLY U.T. STUDENTS, IT'S REALLY PRIMARY SCHOOL STUDENTS AND U.T. STUDENTS.

IT'S SORT OF THE TOTAL ACTIVITY THAT INCREASES DURING THE SCHOOL YEAR.

SO WHAT COULD WE DO TO WORK WITH SCHOOL DISTRICTS TO THINK ABOUT TRANSPORTATION DEMAND MANAGEMENT, CAN WE EXPAND BUS ROUTES AND SO FORTH.

THAT'S REALLY AN UNTAPPED AREA WITHIN THE INDUSTRY, AND SO I DON'T KNOW WHAT THE SOLUTIONS ARE, BUT CLEARLY, IF WE COULD REDUCE -- IF WE COULD GET MORE PEOPLE GOING IN CAR POOLS AND BUSES INSTEAD OF INDIVIDUAL CARS, WE WOULD KNOW WE WOULD REDUCE THAT TRAFFIC.

AND I KNOW THERE'S A LOT OF PRETTY POTENTIAL THIRD RAILS WHEN YOU START TO TALK ABOUT, YOU KNOW, PUTTING KIDS TOGETHER IN CARS WITH OTHER ADULTS, BUT WE'VE GOT TO BE THOUGHTFUL ABOUT HOW COULD THAT BE BENEFICIAL, HOW COULD WE GET BACK TO DAYS WHEN GROUPS OF PEOPLE CARPOOLED WITH INDIVIDUAL PARENTS TO GET TO SCHOOL, AS OPPOSED TO THREE OR FOUR OR FIVE INDIVIDUAL CARS.

SO WE'RE THINKING ABOUT THOSE, BUT IT'S NOT REALLY QUICK.

>> Alter: AGAIN, I KNOW DURING THE SMP I WORKED CLOSELY WITH YOUR STAFF TO INTEGRATE SUGGESTIONS ON HOW DO WE GET THE SCHOOLS ENGAGED IN LOTS OF THE ASPECTS THAT WERE IN SMP.

>> YES.

>> Alter: SO I'M EXCITED TO SEE THAT.

WITH RESPECT TO THE GAMIFICATION ONE, IT SEEMS LIKE WITH THE U.T. AND THE U.T. STUDENTS, THAT THAT WOULD BE A REALLY SMART PLACE TO MAYBE START AND TO PILOT, AND I KNOW THAT, YOU KNOW, U.T. HAVE THEIR TRANSPORTATION DEPARTMENT AND STUFF, BUT I DON'T KNOW HOW HOLISTICALLY BEYOND THE SUITE OF THINGS THEY HAVE THAT THEY'RE REALLY FOCUSED ON SOME OF THESE ISSUES.

SO KIND OF MAYBE PARTNERING WITH THEM MIGHT BE GOOD, AND I BET YOU'D FIND SOME STUDENTS WHO WOULD BE HAPPY TO RUN THE TRAPS ON THE GAMIFICATION AS A KIND OF BUSINESS OPPORTUNITY.

THERE ARE SEVERAL INCUBATORS AT U.T., AND I THINK THAT MIGHT BE A PROMISING THING TO TALK TO SOME OF THOSE INCUBATORS ABOUT. IF YOU'RE NOT FAMILIAR WITH THEM, I CAN GET YOU IN TOUCH WITH THEM.

WITH RESPECT TO THE REWARDS, I ALSO JUST WANTED TO FLAG, SEEMS LIKE THE GO-LOCAL PROGRAM IS GOING UNDER A LOT OF CHANGES RIGHT NOW AND THERE MIGHT BE AN INFRASTRUCTURE THAT'S ALREADY KIND OF IN PLACE AND BUILT OUT WITH THAT WHERE THIS MIGHT BE A NEW STAGE IN IT, AND IF WE CAN SET IT UP IN A WAY THAT WE'RE NOT REALLY CHARGING THE COMPANIES A WHOLE LOT TO PARTICIPATE, BUT IT'S JUST, YOU KNOW, THEIR REWARDS THAT ARE THEIR CONTRIBUTION, I THINK THAT COULD BE VERY EXCITING.

SO THANK YOU.

>> RIGHT.

THANK YOU.

>> Kitchen: I HAVE ONE QUESTION THAT RELATES TO -- I THINK IT'S A AND B, MOVABILITY.

SO MOVABILITY EXISTS RIGHT NOW AND WORKS WITH BUSINESSES TO HELP THEM WORK WITH THEIR EMPLOYEES ON ALTERNATIVES TO DRIVING.

SO THE TRANSIT PASS CONCEPT, AT LEAST FOR THE EXISTING MOBILITY -- MOVABILITY MEMBERS, IS THAT SOMETHING THEY DON'T -- THEY DON'T DO THAT NOW AT ALL, OR --

>> SO, COUNCILMEMBER, AS YOU KNOW, THE CITY OF AUSTIN SITS ON THE BOARD OF MOVABILITY.

>> Kitchen: RIGHT.

UH-HUH.

>> AND THEY -- OUR REGIONAL TEAM RIGHT NOW, THEY'RE NOT JUST DEDICATED TO DOWNTOWN, THEY ARE REALLY REGIONAL, THAT IS CERTAINLY PRESENTED AS A TOOL TO INDIVIDUAL COMPANIES, BUT IT'S UP TO THE INDIVIDUAL COMPANIES TO SPONSOR THOSE PASSES.

>> Kitchen: OKAY.

>> ONE OF THE THINGS, IF WE WERE GOING TO MOVE FORWARD WITH THIS TRANSIT PASS CONCEPT, WE WANT TO MAKE SURE THAT THOSE COMPANIES THAT ARE BEING GOOD COMMUNITY MEMBERS IN PROVIDING THOSE PASSES AS BENEFITS WOULD CONTINUE.

SO WE'LL NEED TO THINK ABOUT HOW WE LAUNCH THAT.

WE DON'T WANT TO JUST SIMPLY REPLACE THE GOOD BEHAVIOR OF THOSE COMPANIES THAT ARE DOING IT NOW, BUT NOT ALL COMPANIES PROVIDE FREE TRANSIT PASSES OR DEEPLY DISCOUNTED PASSES.

YOU KNOW, IT'S PRESENTED AS ONE OF THE MANY TOOLS THAT ARE AVAILABLE TO COMPANIES TO CONTEMPLATE.

BUT MOVABILITY AS A UNIT DOESN'T PROVIDE --

>> Tovo: DO YOU A PERCENTAGE OR ORDER OF MAGNITUDE OF EXISTING MOBILITY MEMBERS THAT DO OFFER TRANSIT PASSES TO THEIR EMPLOYEES?

>> I DO NOT CURRENTLY BUT I CAN CURRENTLY LOOK FOR THAT INFORMATION.

I KNOW LISA KAY, I WATCHED HER COME IN AND I'LL WORK WITH HER TO GET THAT INFORMATION.

>> Kitchen: I THINK IT'S A GREAT THING BUT I DON'T WANT THE CITY OR CAPMETRO TO PICK UP THE COST WHEN WE'VE GOT BUSINESSES THAT DO THAT NOW, AND, YOU KNOW, WE'D HAVE TO REALLY THINK THROUGH HOW TO DO THAT IN SUCH A WAY THAT WE'RE NOT SUPPLANTING WHAT THE BUSINESSES MIGHT DO.

>> RIGHT.

>> Kitchen: AND THEN I ASSUME THAT THESE EXPANDING THE GEOGRAPHIC AREA THAT MOVABILITY ADDRESSES WHEN WE'RE TALKING ABOUT SUB-TMA'S, IS THAT THE THINKING THERE, MORE BUSINESSES OR SMALLER BUSINESSES OR --

>> RIGHT.

WELL, THE THINKING HAS BEEN THAT AS, REGIONAL, MOVABILITY WOULD SORT OF BECOME THE MOTHERSHIP OR THE PARENT ORGANIZATION, BUT THAT IN -- JUST, LET'S SAY, THE DOMAIN BECAUSE IT'S EASY TO VISUALIZE, HAS UNIQUE MOBILITY CHALLENGES IN AND OF ITSELF SO IT MIGHT HAVE A SUB-TMA THAT WOULD REALLY JUST FOCUS ON THE DOMAIN AREA.

>> Kitchen: OKAY.

>> SO IT WOULD BE A SUBGROUP OF THE LARGER TMA BUT WOULD TEND TO FOCUS ON THE PECULIARITIES OR SPECIFICS OF THAT AREA THERE.

>> Kitchen: OKAY.

>> THAT'S REALLY WHAT WE WERE TALKING ABOUT.

>> Kitchen: OKAY.

OTHER QUESTIONS?

COUNCILMEMBER GARZA, DID YOU --

>> Garza: I JUST -- MY AMAZING STAFF JUST SENT ME ONE OF THE CHARTS FROM THE REPORT, AND I'M NOT LETTING GO OF MY UTILITY BILL CREDIT.

AND I FOUND IT INTEREST -- IT SEEMS THAT IT SCORED HIGH, IT SCORED A 5 FOR INCOMES BETWEEN -- WHICH WAS THE HIGHEST YOU COULD SCORE, WHICH MEANS THEY LIKED IT, BETWEEN INCOMES OF 75,000 AND A HUNDRED THOUSAND, AS WELL AS PRETTY HIGH FOR INCOMES BETWEEN 35,000 AND 75,000.

AND SO I THINK -- YOU KNOW, ON ONE HAND, IT'S -- THE GOAL OF THIS RESOLUTION WAS TO GET ANYBODY --

>> UH-HUH.

>> Garza: AND THOSE INCOME RANGES ARE PEOPLE WHO ARE CARS AND PAYING FOR PARKING, SO WE'RE JUST TRYING TO GET ANYBODY AND EVERYBODY TO GET ON PUBLIC TRANSIT.

SO TO SEE THAT IT SCORED HIGH AS AN INCENTIVE FOR THEM TO DO THAT IS -- I THINK IT'S TELLING.

AND SO I -- YOU KNOW, I THINK THERE'S INNOVATIVE -- WAYS WE CAN FIND FUNDING.

>> SURE.

>> Garza: EVEN IF EVERY COUNCIL DISTRICT OUT OF THEIR OWN BUDGET, IF YOU DID A HUNDRED DOLLARS OFF, FIND TWO PEOPLE IN YOUR DISTRICT A HUNDRED DOLLARS A MONTH FOR ONE-YEAR PILOT PROJECT, THAT GOES 2400.

I KNOW ME, PERSONALLY, I HAVE AT LEAST THAT LEFT IN MY BUDGET AT THE END OF THE YEAR.

SO -- BUT, YOU KNOW, IT ALSO WOULD BE A ONE-TIME COST THAT I THINK WOULD BE EASY TO FIND, A SMALL COST THAT WOULD BE EASY TO FIND.

SO I APPRECIATE Y'ALL LOOKING FURTHER INTO THE POSSIBILITY.

>> SURE.

>> Garza: I KNOW AUSTIN ENERGY DOESN'T LIKE SOMETIMES, YOU KNOW, DOING KINDS OF, YOU KNOW, LITTLE PROGRAMS LIKE THIS, BUT I THINK AS WE TRY TO ADDRESS THESE VERY DIFFICULT CHALLENGES AND INCENTIVIZE PEOPLE TO GET ON PUBLIC TRANSIT, WE NEED TO HAVE THE FLEXIBILITY TO TRY NEW THINGS.

>> Kitchen: COUNCILMEMBER ALTER.

>> Alter: I JUST HAD ONE IDEA I ALSO WANTED TO MENTION.

WITH THE TRANSIT PASS, PART OF IT IS GETTING THE FOLKS STARTED, SO IT COULD JUST BE THAT YOU OFFER THE FIRST YEAR FREE AND GET THEM STARTED AND I DON'T KNOW THAT A LOT OF EXISTING COMPANIES WOULD BE UPSET WITH SOMETHING, YOU KNOW, THAT GOT STARTED TO GET A BUNCH OF OTHER COMPANIES ON BOARD, IF THEY'RE ALREADY DOING IT, IF IT WAS JUST LIKE A SHORT-TERM INCENTIVE.

>> SURE.

>> Alter: THEN ONCE THEIR EMPLOYEES ARE USING IT AND ENJOYING IT, THEN THEY WILL HAVE TO KEEP DOING IT.

>> SURE.

COUNCILMEMBER, THAT ALSO GREW OUT OF IDEAS ABOUT RIDE-FREE DOWNTOWN, OR FREE SHUTTLE OR FREE MONTHS, WHATEVER, THEN WHEN WE THOUGHT ABOUT HOW MANY PEOPLE WITHIN THE CAPMETRO SYSTEM USE PASSES ANYWAY, THAT SORT OF GREW INTO THIS IDEA OF, WELL, WHAT IF WE

JUST, YOU KNOW, IN DEFINED AREAS, IF WE REALLY NEED TO MOVE A LOT OF PEOPLE OFF THE ROAD, THE CHEAPEST WAY MIGHT BE TO MAKE TRANSIT FOR THOSE FOLKS RELATIVELY LOW COST.

SO THAT'S WHERE THOSE IDEAS CAME FROM.

>> Kitchen: OKAY.

THANK Y'ALL VERY MUCH.

>> THANK YOU.

>> Kitchen: WE'RE GOING TO MOVE ON NOW TO THE NEXT ITEM, WHICH IS OUR UPDATE ON PROJECT CONNECT.

>> GOOD AFTERNOON, CHAIR KITCHEN, CITY COUNCIL MEMBERS. DAVE COUCH, PROJECT CONNECT OFFICER.

I'M GLAD TO BE HERE TO GO AHEAD AND GIVE YOU REALLY A TWO-PART UPDATE.

ONE IS THE HISTORY OF WHAT WE'VE BEEN THROUGH OVER THE LAST COUPLE OF MONTHS, AND THE SECOND, TO GIVE YOU A PREVIEW AS WE START TO GO FORWARD INTO THE NEXT STEP, TO BE ABLE TO DO THE SELECTION OF THE LOCALLY PREFERRED ALTERNATIVE.

THE SELECTION OF LOCALLY PREFERRED ALTERNATIVE WILL BE BASED ON THE LONG-TERM VISION MAP THAT WAS APPROVED IN DECEMBER.

WE'RE FOCUSING RIGHT NOW AND HAVE STARTED THE ENVIRONMENTAL PROCESS ON THE ORANGE LINE AND ON THE BLUE LINE.

WE'VE HAD MEETINGS.

THE START WAS THE FIRST PUBLIC MEETING OVER AT THE LIBRARY, AND WE'RE MOVING FORWARD NOW WITH MEETINGS UP AND DOWN EACH AND EVERY ONE OF THE CORRIDORS.

WE'RE DOING THAT.

ALSO ON THE BRT LINES, WE'RE LOOKING AT COMING BACK TO THE METRO BOARD AT THE END OF THIS MONTH FOR AWARD OF A CONTRACT TO GO AHEAD AND GO THROUGH THE ENVIRONMENTAL PROCESS WITH THAT.

SO THAT ALSO IS MOVING FORWARD.

WE CONTINUE WITH THE COMMUNITY ENGAGEMENT.

WE OPENED A NEW SECTION ON THE PROJECT CONNECT WEBSITE THAT CAN GIVE THE DATA AND THE INFORMATION ON ALL OF THE PUBLIC MEETINGS, THE QUESTIONS THAT HAVE BEEN ASKED, SO IT CAN SHOW -- WE STARTED BY ZIP CODE.

IT SHOWS THE AREAS NOW, AND WE'RE GOING TO SET IT UP SO YOU CAN THEN DRILL DOWN WITHIN EACH ONE OF THE MEETINGS TO SEE EXACTLY WHAT THE QUESTIONS WERE FOR THAT SPECIFIC AREA.

SO THAT'S AN UPDATE THAT'S IN PROGRESS.

AND THAT'S WHERE WE'VE BEEN OVER THE LAST FEW MONTHS.

AS WE GO AHEAD AND MOVE FORWARD, AND THIS IS OUR TIMELINE, WE'RE LOOKING AT THE SECOND STEP IN THE PROCESS NOW THAT WE'LL HAVE, ALL OF THE CONTRACTS AWARDED THAT ARE IN THAT YELLOW AREA AT THE END OF THIS MONTH, WITH THE EXCEPTION OF A COUPLE OF SMALL ONES.

THE FIRST STEP IN THE PROCESS IS TO GO AHEAD AND GO THROUGH THE CONCEPTUAL ANALYSIS.

AND THAT'S REALLY WHAT I WANT TO GO THROUGH TODAY IS WHAT THE FRAMEWORK WILL BE FOR THAT.

IT IS THE FRAMEWORK.

IT DOES NOT CONTAIN ANY RESULTS, OBVIOUSLY, BECAUSE WE'RE LOOKING AT WHAT THE APPROACH IS AND HOW WE UTILIZE THAT APPROACH AS WE GO THROUGH EACH ONE OF THE MEETINGS ON EACH ONE OF THE LINES AGAIN.

TO DIFFERENTIATE BETWEEN THE DIFFERENT LINES, WE'VE GOT THE FULL ENVIRONMENTAL PROCESS, THE EIS THAT WE'RE REQUIRED TO GO THROUGH FOR THE ORANGE AND FOR THE BLUE LINE.

THAT'S BECAUSE OF THE EFFECTS IN THE IMPACTS THAT POTENTIALLY ARE THERE, EVERYTHING FROM A LATE CROSSING TO OTHER PIECES THAT WE'LL HAVE TO TAKE INTO ACCOUNT TO MAKE SURE WE'RE MITIGATING ANYTHING THAT COMES UP AS A RESULT OF THOSE.

THE PIECES THAT GO INTO THE CATEGORICAL EXCLUSION, WHICH REALLY WILL BE THE LIGHT CORRIDORS, THERE ARE ONES THAT ASSUME THERE IS MINIMAL IMPACT.

IT BASICALLY IS A SHARING OF THE EXISTING RIGHT-OF-WAY.

THERE MAY BE SOME SMALL SECTIONS AT STOPS THAT WE HAVE A LITTLE BIT OF RIGHT-OF-WAY TO TAKE CARE OF, BUT IT REALLY IS A SERIES OF MINOR THINGS THAT IS A MUCH SHORTER PROCESS THAT YOU GO THROUGH TO BE ABLE TO GET A CATEGORICAL EXCLUSION.

SO THOSE ARE REALLY THE TWO DIFFERENT BUCKETS THAT WE HAVE WITH THE MAIN HIGH-CAPACITY LINES BEING THE ENVIRONMENTAL IMPACT STATEMENT, AND THEN THE SMALLER LINES BEING THE PIECES THAT ARE THE CATEGORICAL EXCLUSIONS.

AS WE GO THROUGH, IT IS A TWO-STEP PROCESS, TO BE ABLE TO GET TO THE LOCALLY PREFERRED ALTERNATIVE.

THE FIRST ONE IS THE CONCEPTUAL STEP, WHICH IS THE ONE THAT WE'RE EMBARKING ON NOW.

AND WHAT WE LOOK AT IS, IN THAT PART, IT'S A DEFINITION AND A START OF AN EVALUATION PROCESS.

AS WE GO INTO STEP 2, IT IS MORE DETAILED.

WHAT WE'RE LOOKING AT SPECIFICS, IN SPECIFIC AREAS, EVALUATING IMPACTS, EVALUATING EFFECTS, WHICH ULTIMATELY COMES TO THE LPA SELECTION VERY EARLY NEXT YEAR.

IN TERMS OF WHAT WE WIND UP WITH AND HOW WE'RE DOING THINGS ON THE ORANGE LINE, WE HAVE GONE AHEAD AND DIVIDED THAT INTO DIFFERENT AREAS BECAUSE EACH ONE OF THOSE AREAS HAS A VARIATION IN WHAT THE RIGHT-OF-WAY WIDTH IS.

SO WE'LL BE LOOKING AT THAT IN TERMS OF COMMONALITY OF RIGHT-OF-WAY WIDTHS.

IT'S BASED UPON, AT THIS POINT, GENERAL WIDTHS.

AND AS WE GO FORWARD AND DO THIS NEXT PIECE, WE'LL LOOK AT WOULDN'T EACH ONE OF THESE SPECIFIC AREAS WOULD BE AT GRADE, WHAT COULD BE ELEVATED, WHAT MIGHT BE CUT IN COVER, WHAT COULD BE A TUNNEL -- AND I'LL GO THROUGH IN THE NEXT FEW SLIDES SOME CROSS-SECTIONS TO DEMONSTRATE WHAT EACH ONE OF THOSE INVOLVE.

THIS IS AN EXAMPLE OF A SECTION OF THE ORANGE LINE.

IT IS SEGMENT 6.

AND THIS IS THE AREA THAT WE HAVE GOT THAT IS DOWN IN THE CENTRAL SECTION, OLTORF DOWN TO STASSNEY.

THAT IS AN AREA THAT AS WE START TO LOOK AT IT AND LOOK AT WHAT WE HAVE FOR AVAILABLE INFORMATION ON RIGHT-OF-WAY WIDTHS, THAT WILL BE AN AREA THAT AS WE COMPLETE THE EVALUATION, OUR EXPECTATION IS THAT WILL BE CONSIDERED TO BE SOMETHING THAT WE CAN DO AT GRADE.

THERE MAY BE SOME MINOR TRADE-OFFS THAT WE HAVE TO DO, BUT THE LOOKS OF THAT IN THE WAY THAT WE'VE DONE SO FAR, THERE WOULD NOT BE AN ISSUE WITH IT BEING AT GRADE IN RETAINING TWO RUNNING LANES IN EACH DIRECTION.

THAT WILL BE THE PROCESS WE'LL GO THROUGH FOR EACH ONE OF THOSE COMPONENTS.

AS WE GO THROUGH THAT PROCESS AND LOOK AT WHAT THE VARIATIONS ARE, WHAT I'D LIKE TO DO IS JUST GO THROUGH A SERIES OF CROSS-SECTIONS AT THIS POINT.

THE FIRST WOULD GIVE YOU EXISTING CONDITIONS IN WHAT WOULD BE IN THE STREET NETWORK RIGHT NOW, WHERE THERE ARE TWO LANES IN EACH DIRECTION, AND ALSO AT LOCATIONS AROUND DIFFERENT PARTS OF THE CITY, A LEFT-HAND TURN LANE WITH AN AREA THAT HAS GOT SIDEWALKS AND BIKE PATHS, THE TYPICAL CONFIGURATION THAT'S THERE IN MANY LOCATIONS. AS YOU START TO LOOK AT ONE EXAMPLE OF WHAT THE TRANSITWAY COULD BE, IT WOULD BE CENTER-RUNNING, WHERE WHAT WE WOULD DO IS TO GO AHEAD AND PUT THAT TRANSITWAY DOWN THE CENTER OF THE STREET, RETAIN THE TWO LANES IN EACH DIRECTION ALONG THE SIDES, AND THEN DO RECONFIGURATION TO BE ABLE TO SUPPORT THAT.

WE'D BE LOOKING AT WHAT THE WIDTHS ARE, WE'D BE LOOKING AT WHAT THE SIDEWALK, THE BIKE CONFIGURATION, TO MAKE SURE THAT THIS WOULD WORK, AND IF WE HAD MINIMAL PIECES THAT WE HAVE TO LOOK AT IN TERMS OF ANY COMPROMISES, WE'D DO THAT THE NEXT ONE WOULD BE IN A VERY CONSTRAINED AREA, IT IS AN EXAMPLE OF WHAT AN ELEVATED SECTION WOULD BE, WHERE YOU COULD GO AHEAD AND PUT THE TRANSITWAY UP ON AN ELEVATED DECK, THEN MAINTAIN THE TWO LANES IN EACH DIRECTION AT THE LOWER PORTION.

BY THIS BEING AN ELEVATED DECK WITH THE SPACING OF THE PIERS THAT WOULD BE REQUIRED, IT'S EASIER TO GO AHEAD AND RETAIN LOCATIONS WHERE THERE COULD BE A LEFT-HAND TURN UNDER THE GUIDEWAY.

THE OTHER ALTERNATIVE IS TO DO SOMETHING CALLED CUT AND COVER.

THIS IS AN EXCAVATION THAT GOES DOWN FROM THE SURFACE.

IT'S VERY SIMILAR TO WHAT YOU WOULD SEE IN ANY OF THE HIGH RISE BUILDINGS THAT ARE GOING UP AROUND TOWN RIGHT NOW, WHERE IT BASICALLY IS STEEL AND TIMBER-LAGGING, TO GO AHEAD AND EXCAVATE DOWN.

IN THAT LOCATION, THERE REALLY ARE TWO DIFFERENT ALTERNATIVES OF WHAT COULD BE DONE.

THIS FIRST PICTORIAL LEAVES THE TRANSIT ON THE SURFACE WITH THE VEHICULAR TRAFFIC UNDERGROUND, AND THE NEXT PICTORIAL GIVES YOU JUST THE OPPOSITE WHERE YOU WOULD GO AHEAD AND HAVE THE TRANSIT UNDERGROUND AND RETAIN THE SURFACE FOR THE VEHICULAR TRAFFIC.

IN THIS CASE, WITH PUTTING THE TRANSIT UNDERGROUND, YOU'RE THEN TAKING INTO ACCOUNT THINGS THAT ARE VERTICAL CIRCULATION, ELEVATORS -- ESCALATORS, EMERGENCY EGRESS, ONCE YOU PUT TRANSIT UNDERGROUND, BUT THAT'S ONE OF THE OPTIONS WE'LL BE LOOKING AT WHEN WE'RE IN A VERY, VERY TIGHTLY CONSTRAINED AREA.

THE NEXT PIECE IS IF YOU WERE TO DO A BOARD TUNNEL, TUNNEL BOARDING MACHINE, SOMETHING THAT HAS BEEN USED IN OTHER PLACES, THE WALLER CREEK PROJECT, I UNDERSTAND, WAS A TUNNEL-BORING MACHINE.

IN THIS CASE WHAT YOU WOULD WIND UP DOING IS TWO BORES UNDERGROUND THAT WOULD BE PARALLEL.

THIS IS ONLY APPLICABLE, REALLY, FOR TRANSIT, TO BE ABLE TO DO ANYTHING THAT WOULD GET VEHICULAR TRAFFIC AT THAT LOCATION, IT WOULD BE A VERY, VERY WIDE TUNNEL BORE, WHICH NORMALLY ISN'T DONE IN THAT METHOD.

SO THE WAY THAT WE'RE LOOKING AT IT IS IF WE DO THE TUNNEL BORE, IT WOULD PUT TRANSIT IN THE UNDERGROUND LOCATION AND MAINTAIN THE STREET.

AS I SAID, THE FIRST PIECE OF THIS IS TO TAKE A LOOK AT EACH ONE OF THOSE SECTIONS TO GO THROUGH FROM A CONCEPTUAL STAGE AND DO AN EVALUATION OF WHICH ONE WOULD BE APPLICABLE FOR EACH ONE OF THOSE LOCATIONS.

THE NEXT STEP IN THE PROCESS WHICH STARTS IN OCTOBER AND WILL BE A WORKSHOP, WOULD GO AHEAD AND LOOK AT MORE DETAIL FOR EACH ONE OF THOSE.

THERE MAY BE CERTAIN AREAS, A CERTAIN PORTION OF ANY ONE AREA THAT IS A LITTLE BIT NARROWER OR WIDER THAN OTHERS SO IT WILL HAVE TO TAKE INTO CONSIDERATION WHAT THAT MAY BE, WHAT THE EFFECTS MAY BE, AND WHAT MAY BE THINGS THAT WE HAVE TO LOOK AT IN TERMS OF WIDTHS OR LENGTHS.

IT ALL LEADS UP TO A DECEMBER LPA RECOMMENDATION, FOLLOWED BY PUBLIC INVOLVEMENT AND MEETINGS THROUGH THE MONTH OF THE REMAINDER OF DECEMBER, JANUARY, AND FEBRUARY, WITH LOOKING AT A JOINT WORK SESSION AT THE BEGINNING OF MARCH, AND THEN ULTIMATELY TO A METRO BOARD ACTION WITH A REQUEST FOR APPROVAL IN MARCH.

AS WE GO THROUGH THAT SECOND STEP, WE'RE LOOKING AT THE PIECES THAT ARE THAT GREATER LEVEL OF DETAIL, DEFINING EXACTLY WHICH TRANSIT SEGMENTS OF WHICH TYPE WILL GO WHERE, WHAT THE MODE SELECTION WILL BE, THEN AS YOU SELECT WHAT THAT MODE SELECTION IS, DEPENDING WHETHER YOU'RE DOING SOMETHING THAT IS ELEVATED OR UNDERGROUND, THE THINGS THAT ARE DIFFERENT IN TERMS OF WHAT THE POTENTIAL GRADE IS, IN OTHER WORDS, THE LENGTH THAT IT WOULD TAKE TO BE ABLE TO GET ABOVE GROUND OR UNDERGROUND, THAT VARIES DEPENDING UPON WHETHER YOU'RE USING BUS RAPID TRANSIT OR WHETHER YOU'RE USING LIGHT RAIL.

THOSE ARE THE THINGS THAT WILL BE TAKEN INTO CONSIDERATION AS WE GO THROUGH STEP NUMBER 2.

WHEN WE COME TO THE END OF IT, AND IN CONSIDERATION OF WHERE WE ARE WITH THE LPA GOING FORWARD, THESE ARE THE SIX DIFFERENT COMPONENTS THAT ARE TAKEN INTO CONSIDERATION.

IT'S RIDERSHIP, CAPITAL COSTS, AND REALLY TOTAL COST OF OPERATION AND OWNERSHIP, IF YOU LOOK AT COMBINING CAPITAL COST AND LONG-TERM O&M.

STATIONARY ANALYSIS, TRANSPORTATION NETWORK, AND ALSO, WHAT ARE THE COMPONENTS THERE FROM AN ENVIRONMENTAL PERSPECTIVE.

ARE THERE AREAS THAT HAVE GOT HISTORIC SIGNIFICANCE?

ARE THERE AREAS THAT MAY HAVE WETLANDS?

WHAT ARE THOSE COMPONENTS AND WHAT HAS TO BE TAKEN INTO ACCOUNT.

THOSE ARE THE PIECES THAT GET LOOKED AT IN STEP NUMBER 2.

AND THAT BALANCE, IF YOU WILL, IS WHAT TAKES US THROUGH THE DELIBERATION TO COME BACK TO AN LPA THAT DEMONSTRATES WHAT IT IS THAT IS THE POTENTIAL FOR THE DESIGN, THE POTENTIAL FOR THE SYSTEM, UTILIZING WHATEVER TRADE-OFFS MAY BE NECESSARY AS WE GO THROUGH THAT PROCESS.

THAT CONCLUDES MY PRESENTATION.

I'D BE GLAD TO ANSWER ANY QUESTIONS.

>> Kitchen: THANK YOU.

WE HAVE ABOUT TEN MORE MINUTES FOR THIS ITEM IF PEOPLE HAVE QUESTIONS.

THE FIRST THING I WANTED TO ASK IS JUST TO CLARIFY, I THINK THAT WHAT YOU WERE SAYING AT THE BEGINNING IN GIVING US THE DIFFERENT PICTURES -- AND IT WAS VERY HELPFUL.

THANK YOU.

>> YOU'RE WELCOME.

>> Kitchen: THAT THOSE ARE THE DIFFERENT KINDS OF SCENARIOS THAT YOU'RE CONSIDERING FOR EACH SEGMENT AS PART OF THE CONCEPTUAL DESIGN.

>> PRECISELY.

>> Kitchen: IN OTHER WORDS, THERE'S NO DECISIONS MADE AT THIS POINT, AND DEPENDING ON THAT PARTICULAR SEGMENT AND THE RIGHT-OF-WAY AVAILABLE, SOME OF THOSE SCENARIOS MIGHT BE AVAILABLE AND SOME OF THEM MIGHT NOT.

>> PRECISELY.

>> Kitchen: OKAY.

>> AND THAT'S THE REASON FOR TRYING TO SHOW EACH ONE OF THEM.

>> Kitchen: OKAY.

>> TO GET THAT UNDERSTANDING OF WHAT THE DIFFERENCES ARE AND WHAT WE'VE GOT FOR CAPABILITIES AND OPTIONS.

>> WHAT THE RANGES ARE TO CONSIDER.

>> UH-HUH.

>> Kitchen: OKAY.

SO COUNCILMEMBER ELLIS, DO YOU --

>> Ellis: YEAH.

I'VE GOT A COUPLE.

IF I NEED TO TAKE TURNS, THAT'S FINE, I WANT TO MAKE SURE EVERYONE GETS A CHANCE.

YOU WERE TALKING ABOUT DEPENDING WHICH DESIGN MIGHT BE SELECTED, YOU WOULD FACTOR IN WHAT GRADES ARE APPROPRIATE.

ARE ANY OF THESE DESIGNS MORE CONDUCTIVE TO HIGHER SPEEDS OR LOWER SPEEDS OR LIGHT RAIL, AS WE KIND OF TRY TO DRAW THIS OUT BETTER?

>> WHEN YOU START TO LOOK AT THINGS THAT ARE GRADES SEPARATIONS, WHETHER IT IS ABOVE GROUND OR WHETHER IT IS BELOW GROUND, IT TAKES AWAY SOME OF THE INTERFERENCES THAT ARE THERE, WHETHER THAT'S TRAFFIC -- WHETHER IT'S TRAFFIC SIGNALS, PEDESTRIANS, SO YOU CAN GET A HIGHER SPEED AND MORE EFFICIENCY AS YOU START TO GO WITH THINGS THAT ARE UNDERGROUND OR ABOVE GRADE.

BUT AS YOU GO UNDERGROUND OR AS YOU GO ABOVE GRADE, SO GOES THE PRICE.

THE COST FOR DOING SOMETHING THAT'S ELEVATED IS GREATER THAN AT GRADE, AND THE COST FOR UNDERGROUND IS MUCH MORE EXPENSIVE THAN WHAT IT IS TO DO ELEVATED.

>> Ellis: OKAY.

THAT'S KIND OF WHAT I WAS THINKING SO I'M GLAD TO SEE WE'RE ON THE SAME WAVELENGTH.

>> UH-HUH.

>> Ellis: AS FAR AS THE MAP OF THE ORANGE LINE AND THE BLUE LINE, COULD YOU TALK A LITTLE BIT, FIRST OF ALL, ABOUT THE DOWNTOWN CONNECTION?

IT LOOKS LIKE THERE'S KIND OF A LITTLE H WITH THAT BLUE LINE KIND OF ENDS UP DOWNTOWN AND CONNECTS TO THE ORANGE LINE, BUT IT'S NOT COMPLETELY CLEAR WHAT THAT MIGHT LOOK LIKE.

AND SIMILARLY, FOR WHAT APPEARS TO BE THE CRESTVIEW LOCATION.

SO THE PEOPLE NEED TO GO FROM THE BLUE TO THE ORANGE, WHAT WOULD THOSE TWO LOOK LIKE?

>> COUNCILMEMBER, LET ME GET BACK TO THIS SLIDE.

I THINK THAT WILL BE --

>> Ellis: I THINK IT'S...

>> GOT IT.

IT DOESN'T GET YOU THE RIGHT SCALE.

WHAT YOU WIND UP WITH IS THE ORANGE LINE BASICALLY IS THAT MAIN TRUNK NORTH LINE THAT WOULD GO FROM TECHRIDGE ALL THE WAY DOWN TO SLAUGHTER.

IT BASICALLY IS THAT MAIN CORE OF THE SYSTEM.

THE BLUE LINE IS INTENDED TO BE THE CONNECTION FROM THE AIRPORT OVER INTO DOWNTOWN.

SO THERE'S SEVERAL OPTIONS AS YOU GO THERE.

ONE WOULD BE TO GO AHEAD AND CROSS THE LAKE AND COME UP NEXT TO THE DOWNTOWN STATION ON THE COMMUTER RAIL THAT WE CURRENTLY HAVE.

SO THAT GIVES YOU ONE LEG THAT COMES ACROSS AND WOULD GO UP TO ACC HIGHLAND.

AND THEN THE CROSS PIECE TO GIVE YOU THE H IS THE CONNECTION, REALLY, BETWEEN THE DOWNTOWN STATION AND ACROSS TO REPUBLIC SQUARE OR TO THE OLD POST OFFICE LOCATION.

>> Ellis: OKAY.

>> IT GIVES YOU THAT ABILITY ALSO FOR INTEROPERABILITY.

WHEN YOU GET THE INFRASTRUCTURE IN FOR THE TRANSITWAY, IT REALLY -- THE VEHICLE DOESN'T KNOW WHETHER IT'S ON A BLUE OR AN ORANGE OR WHAT COLOR IT IS.

IT'S -- THAT'S THE REASON FOR HAVING INTEROPERABILITY BETWEEN THE ORANGE AND THE BLUE LINE, THE SAME VEHICLE, THE SAME CONCEPT.

SO YOU WOULD BASEBALL -- YOU WOULD BE ABLE TO COME ON THE BLUE LINE, DIRECTLY TO ACC HIGHLAND, OR GO ACROSS TO PUBLIC SQUARE.

THERE'S A LOT OF OPERATIONAL CHARACTERISTICS, IF THE RIDERSHIP WANTS IT, YOU'D HAVE IF INFRASTRUCTURE IN PLACE THAT YOU COULD GO FROM THE AIRPORT, ACROSS TO REPUBLIC SQUARE, THEN NORTH TO GO AHEAD AND GET TO CRESTVIEW.

SO IT REALLY GIVES YOU THAT FLEXIBILITY TO BE ABLE TO OPERATE IN MANY, MANY DIFFERENT DIRECTIONS, BUT THAT'S THE REASON WHY THE H IS IN THE CENTER.

>> Ellis: OKAY.

YEAH, IT MAKES A LOT OF SENSE FOR IT TO GO INTO THAT DOWNTOWN AREA.

I WAS JUST CURIOUS IF THERE WAS A BENEFIT TO HAVING THE RED, THE ORANGE, AND THE BLUE ALL HAVE AT LEAST ONE SIMILAR STOP IN THAT PART OF TOWN.

>> THE MORE PLACES THAT YOU CAN GET THAT CROSS CONNECTION BETWEEN ANY OF THE LINES -- AND THAT'S THE EXAMPLE THAT WOULD BE THERE AT THE DOWNTOWN STATION.

YOU WOULD BE ABLE TO HAVE THE BLUE LINE THAT WOULD BE THE HIGH-CAPACITY, COMING UP AND ACROSS.

YOU WOULD HAVE THE RED LINE, THE COMMUTER LINE THAT WOULD BE COMING IN ALSO TO THE NEW DOWNTOWN STATION BY THE CONVENTION CENTER.

AND THEN ULTIMATELY THE GREEN LINE THAT WOULD GO UP TO THE NORTHEAST, SO YOU WOULD HAVE THE JUNCTURE OF THREE DIFFERENT LINES, TWO MODES AT THAT LOCATION.

THERE'S ALSO SOMETHING THAT COULD BE THE POTENTIAL FOR THE GOLD LINE, SOMETHING THAT WOULD GO FROM ACC HIGHLAND ACROSS THE CENTER OF THAT H AND UP TO CRESTVIEW.

AND EACH ONE OF THOSE ARE JUST OPERATIONAL CHARACTERISTICS, AS THEY ARE IN OTHER TRANSIT SYSTEMS AROUND THE WORLD.

IT GIVES YOU FLEXIBILITY WITH THOSE INTERCONNECTIONS TO BE ABLE TO GET PEOPLE, TO BE ABLE TO TRANSFER FROM ONE LOCATION TO ANOTHER.

THE INTERSECTIONS ARE VERY IMPORTANT.

THAT'S WHY WHEN WE'RE DOING THE BRT LINE, ARE ALSO FOCUSING ON WHERE THOSE INTERSECTING LINES ARE SO YOU'VE GOT THE TRANSFER POINTS AND THE ABILITY TO GO AHEAD AND CHANGE FROM ONE LINE TO ANOTHER.

>> Ellis: OKAY.

I'M ASSUMING THE GOLD LINE IS THE YELLOWISH ONE THAT GOES INTO MY DISTRICT OR NEAR MY DISTRICT?

>> NO, THE GOLD LINE WOULD BE ONE THAT WOULD BE IN THE CENTER OF THE TOWN.

THE ONE THAT GOES INTO YOUR DISTRICT IS THE ONE THAT IS THE YELLOW LINE.

>> Ellis: OKAY.

SO GOLD AND YELLOW ARE --

>> AND I UNDERSTAND THERE WAS -- YOU HAD A MEETING LAST NIGHT THAT WE ALSO HAD A TABLE AT.

>> Ellis: YES.

AND THANK YOU FOR COMING.

>> WE APPRECIATE BEING INVITED.

I UNDERSTAND THERE WAS ABOUT 50 PEOPLE THERE LAST NIGHT.

THOSE ARE THE KIND OF OPPORTUNITIES WE'RE LOOKING FOR, TO GO AHEAD AND PARTICIPATE IN THOSE EVENTS, OR TO SET TABLING UP ON THE WEEKENDS AT DIFFERENT LOCATIONS.

SO ANYONE WHO HAS ANYTHING, PLEASE IDENTIFY AND WE'RE GLAD TO HAVE PEOPLE THERE.

>> Ellis: YEAH.

I REALLY APPRECIATE Y'ALL COMING OUT AND MY SHAMELESS PLUG FOR MY DISTRICT, I ALSO HAVE ACC PROPERTY IN MY DISTRICT AND I THINK IF PEOPLE COULD GET FROM ONE ACC CAMPUS TO ANOTHER, THAT COULD BE REALLY BENEFICIAL FOR A LOT OF PEOPLE.

THANKS.

I THINK I RAN OUT OF QUESTIONS.

>> Flannigan: SO I ALSO HAVE A LOT OF QUESTIONS ABOUT THE DOWNTOWN PIECE.

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>> Flannigan: I ALSO HAVE A LOT OF QUESTIONS ABOUT THE DOWNTOWN PIECE.

AND SOME OF THIS IS JUST -- IT'S THE WAY I'VE ALWAYS SEEN IT PRESENTED IS ALWAYS A LITTLE COUNTERINTUITIVE.

I DON'T SEE A LOT OF TRANSIT MAPS THAT HAVE A LOT OF RIGHT ANGLES ON THEM.

I THINK THAT'S THE PART THAT IS CONFUSING AT TIMES.

YOU AND I HAVE TALKED ABOUT THIS BEFORE.

I WANT TO SEE A LOT -- I WANT TO UNDERSTAND MUCH BETTER HOW THAT'S GOING TO WORK AND I THINK IT WOULD BE VALUABLE TO MODEL -- ONE VERSION OF THIS MAP HAS ORANGE AND BLUE AND BLUE SPLITS OFF AND ORANGE GOES DOWN.

AND THEN ANOTHER HAS BLUE SPIRITS OFF AND ORANGE CONTINUES. THERE'S DIFFERENT WAYS TO DRAW THE MAP TO MAKE SURE SOMETHING THAT LOOKS LIKE MORE A TRANSIT MAP I THINK TO THE COMMUNITY.

THAT'S MAYBE HALF A MARKETING CONVERSATION.

BUT I ALSO WANT TO ENSURE, BECAUSE SOMETIMES I'VE SEEN REPORTS IN THE PUBLIC ABOUT DIFFERENT MEANINGS OF WHAT THAT CROSS-CONNECTION IS AND NOT ALL OF THE THINGS I'VE HEARD DESCRIBE INCLUDE A SEAMLESS TRANSIT VEHICLE MAKING THAT TRANSITION, THAT THERE'S SOME

THAT THINK IT WILL BE TWO SEPARATE LINES AND THERE WILL BE SOME AUTONOMOUS VEHICLE TO DRIVE YOU ACROSS.

I'M NOT A FAN OF THAT OPTION.

I DON'T THINK IT WORKS.

NONETHELESS, I ALSO HAVE QUESTIONS ABOUT THE NORTHERN HALF OF THE BLUE LINE.

I GET IT'S STILL DOTTED, BUT I HAVE A LOT OF QUESTIONS ABOUT THIS.

ULTIMATELY WHAT IT COMES DOWN TO ME IS I THINK IT'S PRETTY CLEAR THAT IT WILL BE -- TO ACCOMPLISH THESE GOALS IS GOING TO REQUIRE THE CITY OF AUSTIN.

AND I'M NOT ENTIRELY CLUE WHO IS MAKING THE DECISION ON THE THING THE CITY OF AUSTIN IS GOING TO BE PAYING FOR BECAUSE IT DOESN'T SEEM LIKE THE DECISION IS BEING MADE BY THE COUNCIL.

IT SEEMS LIKE IT'S BEING MADE BY THE CAP METRO BOARD.

>> Kitchen: I CAN SPEAK TO THAT UNLESS YOU WANT TO SPEAK TO THAT OR MAYBE THE MAYOR WOULD LIKE TO ADD TO THAT.

IT'S A COLLABORATION SO THERE ARE SEVERAL STEPS TO IT, DEPENDING ON EACH BODY'S AREA OF AUTHORITY.

SO CAP METRO WILL HAVE TO VOTE ON LPA, BUT THE CITY HAS TO PUT BONDS ON THE BALLOT.

SO CAP METRO CANNOT DO THAT.

SO THAT NECESSARILY MEANS THAT WE'VE GOT TO BE STEP BY -- STEP BY STEP.

IT WILL DO NO GOOD FOR CAP METRO TO VOTE ON AN LPA THAT MAKES NO SENSE TO THE CITY COUNCIL IN TERMS OF PUTTING SOMETHING ON THE BALLOT.

SO IT'S ACTUALLY A SERIES OF NOTES BY BOTH BODIES.

>> Flannigan: DO WE HAVE ANY INDICATION WHAT THAT SERIES OF VOTES -- WHAT THE TIMING OF THAT IS.

>> Kitchen: YES, WE DO.

>> Flannigan: MY CONCERN IS THAT CAP METRO DOES A TON OF WORK AND THAT IT COMES TO US IN A FORM THAT CAN'T BE UNPACKED AND IT'S AN ALL OR NOTHING, TAKE TORE LEAVE IT.

AND I WILL NOT VOTE FOR IT THEN.

>> Kitchen: THAT'S ONE OF THE REASONS THAT WE'VE SET UP A SERIES OF JOINT COUNCIL AND CAP METRO BOARD MEETINGS IS SO THAT AT DIFFERENT STEPS, KEY DECISION POINTS ALONG THE WAY THAT THERE IS THAT CONVERSATION BETWEEN THE COUNCIL AND THE CAP METRO.

>> Flannigan: I'VE BEEN TO ALL OF THOSE SO FAR.

>> Kitchen: THERE'S MORE TO COME.

>> Flannigan: I'M LOOKING FORWARD TO THE MORE TO COME.

BUT I REALLY HOPE IT'S SOMETHING THAT IS VOTED ON SOONER THAN LATER IN OUR BUILDING ON A THURSDAY BECAUSE WE'RE PAYING FOR IT.

SO IT'S KIND OF OUR DECISION.

>> Mayor Adler: IT'S A JOINT THING BECAUSE IT'S OUR DECISION ON THE BOND, BUT THE FEDERAL GOVERNMENT WON'T GIVE US THE MONEY TO LEVERAGE IT.

THAT HAS TO GO THROUGH THE AGENCY.

SO WE'RE ALL JOINED AT THE HIP ON THIS.

WHAT IS CLEAR, AND I THINK IT IS CLEAR, THAT THE CITY IS ON BOARD [INAUDIBLE - NO MIC] AND SIMILARLY THE CAP METRO ISN'T ON BOARD IT CAN'T MOVE FORWARD.

WE'RE IN THAT PLACE.

BUT TO YOUR POINT I THINK IT'S REAL IMPORTANT THAT THE COUNCIL IS NOT PUT IN THE POSITION WHERE IT'S EXPECTED TO VOTE ON SOMETHING THAT SOMEBODY ELSE HAS DELIBERATED THAT OUR COUNCIL HAS NOT INDEPENDENTLY EVALUATED.

AND I THINK THAT'S ABSOLUTELY DEAD ON.

SO WE HAVE -- AS I UNDERSTAND IT, THE CAP METRO STAFF K WHICH IS WORKING WITH OUR STAFF, IS GOING TO MAKE A RECOMMENDATION TO THE -- IS GOING TO PRESENT EVIDENCE TO THE COMMUNITY ON ALL OF THE DECISION TREE ISSUES.

WE HAVE TO MAKE DECISIONS ABOUT LOCATIONS, WE HAVE TO MAKE DECISIONS ABOUT MODE.

WE HAVE TO MAKE DECISIONS ABOUT ABOVE GROUND, BELOW GROUND.

THEY'RE GOING TO JUST LAY OUT ALL OF THE CHOICES, ALL OF THE DATA THEY HAVE ON THAT.

HOPEFULLY THERE'S A REALLY ROBUST CONVERSATION.

WE'LL HAVE THAT AS A COUNCIL, THEY'LL HAVE THAT AS A BOARD.

WE'LL HAVE SOME PEOPLE THAT ARE IN BOTH PLACES AND IT'S CONCEIVABLE THAT WE COULD ALSO CONVENE TO HAVE THOSE TOGETHER IF THERE WAS A MORE EFFICIENT WAY TO DO THAT.

THAT HAPPENS I THINK IN LIKE AUGUST-SEPTEMBER.

AND THEN THERE'S A RECOMMENDATION THAT THERE'S A COUPLE OF MONTHS OF COMMUNITY CONVERSATION, WRESTLING WITH THOSE AND THEN THE CAP METRO ENGINEERS WILL BE MAKING A RECOMMENDATION TO THE COMMUNITY I THINK IN DECEMBER.

AND THEN THE COMMUNITY IS DISCUSSING IT.

WE CAN BE IN THE MIDDLE OF THAT CONVERSATION AS A COUNCIL AS WELL.

AND THEN IT DEPOSE TO THE BOARD IN JANUARY AND FEBRUARY.

>> Kitchen: MARCH OR SO, BY MARCH.

>> MARCH WOULD BE THE TIME FRAME TO BE BEFORE THE CAP METRO BOARD.

>> Mayor Adler: MY SENSE IS THAT IT'S GOING TO BE COMING TO OUR COUNCIL AT ABOUT THE SAME TIME THAT IT GOES TO THE CAP METRO BOARD, SO THEY'RE RUNNING PARALLEL AND CONCURRENT PROCESSES.

THEY'RE NOT GOING TO BE OUT IN FRONT OF US AND NOT GETTING INFORMATION THAT WE'RE NOT GET.

BECAUSE WE RECOGNIZE AT THE END OF THE DAY EITHER EVERYBODY IS ON BOARD OR IT DOESN'T HAPPEN.

>> Kitchen: AND WE CAN HAVE MORE CONVERSATIONS AND LAY OUT THOSE EXACT DATES BECAUSE I HEAR YOUR CONCERN, BUT THE IDEAS FOR THAT NOT TO HAPPEN -- BUT THE IDEA IS FOR THAT NOT TO HAPPEN.

AND ACTUALLY AT THE END OF THE DAY, IT'S NOT REALLY EVEN THE CITY AND CAP METRO.

IT'S THE WHOLE COMMUNITY.

THE FINAL DECISION IS THE PUBLIC VOTING.

SO WE'VE ALL REALLY GOT TO BE ON THE SAME PAGE.

SO, YOU KNOW, THAT'S THE GENERAL TIMELINE RIGHT NOW, WHAT THE MATURE JUST LAID OUT, -- WHAT THE MAYOR JUST LAID OUT.

>> Mayor Adler: I THINK JIMMY'S POINT IS A GOOD POINT.

ON THE TIMELINE THAT WE HAVE, WE HAVE KIND OF THE BIG BLOCKS TO MOVE THINGS FORWARD.

WE SHOULD REALLY GO THROUGH THAT AND SAY FROM EACH ENTITY'S EYES AT WHICH POINT WILL THEY START RECEIVING DATA?

WHERE ARE THEY GOING TO RECEIVE BRIEFINGS?

HOW THEY ASK QUESTIONS AND HOW THEY GET ANSWERED?

SO THAT EVERYBODY KNOWS WELL UPFRONT.

WE JUST HAVEN'T GOT TONE THAT LEVEL OF DETAIL.

>> Flannigan: AND I THINK I GET NERVOUS WHEN THERE ARE PUBLIC MEETINGS AND INFORMATION SESSIONS OCCURRING WHICH YOU HAVE TO DO IN ORDER TO BE CUED UP FOR THE FEDERAL PROCESS.

SO I UNDERSTAND WHY WE'RE DOING THOSE THINGS.

BUT, YOU KNOW, I DON'T WANT US TO BEFALL THE SAME FATE AS SOME OTHER THINGS WE'VE DONE AS A CITY THAT GOT WAY OUT AHEAD OF US IN THE COMMUNITY BEFORE THE COUNCIL REALLY TOLD THE STAFF WHAT WE WERE HOPING TO FIND.

I THINK WE'VE COURSE CORRECTED ON THAT ON SOME OTHER THINGS.

I DON'T WANT US TO MAKE THAT MISTAKE WITH THIS.

>> Kitchen: PERHAPS WHAT WE NEED TO DO AT THIS POINT AS A TAKEAWAY IS TO DRILL DOWN AND GET MORE SPECIFIC IN TERMS OF THE SPECIFIC DATA THAT WILL BE AVAILABLE FOR COUNCIL AND THE SPECIFIC POINTS OF DISCUSSION.

WE NEED TO DO SOME MORE HOMEWORK FROM THE COUNCIL'S SIDE TO SAY WHEN AND HOW WE WANT TO HAVE THOSE DRILL-DOWN KIND OF CONVERSATIONS.

SO I THINK WE SHOULD DO THAT AND WE CAN THEN SEE HERE'S THE COUNCIL CALENDAR, HERE'S THE CAP METRO CALENDAR, MAKE SURE --

>> Flannigan: TO BE VERY CLEAR, WE ARE HAVING CONVERSATIONS.

WE'VE DONE JOINT WORK SESSIONS.

WE'LL HAVE MORE OF THOSE.

>> Kitchen: I MEAN MORE SPECIFIC THAN THAT.

>> Flannigan: WE HAVE TO START TAKING VOTES.

WE HAVE TO BE CLEAR AS A COUNCIL AS SOON AS WE CAN GET TO AS MUCH CLARITY AND WE CAN GET TO THAT WE ARE ON BOARD WITH WHERE THIS IS HEADED AND NOT GET TO A PLACE WHERE THIS IS ALL GOOD INFORMATION.

AND THEN, I DON'T, I DON'T LIKE THAT PART.

SO, IT'S TOO LATE.

WE WEREN'T GIVEN AN OPPORTUNITY TO ACTUALLY VOTE ON ANY OF THOSE THINGS UNTIL THE END.

>> Mayor Adler: MY SPECIFIC REQUEST IS WHEN THE INFORMATION GOES OUT TO THE COMMUNITY IN SEPTEMBER BEFORE THE ENGINEERS ARE COMING BACK AND MAKING A RECOMMENDATION TO THE CAP METRO BOARD, WE OUGHT TO HAVE AN OPPORTUNITY -- WE NEED TO BUILD INTO THE PROCESS AN OPPORTUNITY FOR THE COUNCIL TO GET A BRIEFING.

>> Kitchen: ALL RIGHT.

LET'S DO THAT HOMEWORK AND THEN WE'LL HAVE THE CONVERSATION ABOUT THAT.

ALL RIGHT.

WE'RE A LITTLE BIT OVER TIME BUT I DON'T WANT -- DO YOU WANT TO GO AHEAD --

>> Alter: I'LL BE QUICK.

IN THE INTEREST OF TIME I WON'T DO IT NOW, BUT IF WE CAN GET SOME CLARITY OF WHAT WE ARE IMAGINING THE BOND COVERS BECAUSE THERE'S A -- WE'VE SEEN A LOT LARGER VISION THAN JUST THE ORANGE AND BLUE LINE AND IT'S GETTING A LITTLE CONFUSING OVER WHAT WOULD BE COVERED BY THAT BOND AND WHETHER IT'S JUST GOING TO BE THE ORANGE AND BLUE LINE OR WHETHER IT'S THE FULL BUILDOUT THAT WAS TALKED ABOUT THROUGH THE VISION MAP, ET CETERA.

I'D LIKE SOME CLARITY ON WHAT'S ANTICIPATED AT THIS POINT WITH RESPECT TO THAT.

THE OTHER THING THAT I WAS WONDERING IS PARTICULARLY FOR THE PART THAT'S GOING DOWN LAMAR AND CHANGING AT THE TRIANGLE AND GOING DOWN GUADALUPE, THERE'S A LOT OF STATEMENT THAT'S IN THAT AREA AND I WOULD HATE FOR US TO HAVE TO GO BELOW GROUND OR ABOVE GROUND SIMPLY BECAUSE WE DIDN'T HAVE THE EXTRA THREE FEET THAT THE STATE OWNS.

SO I'M CURIOUS ABOUT THE CONVERSATIONS THAT MAY BE GOING ON WITH STATE IN THAT REGARD TO THINK ABOUT HOW THE STATE WOULD CONTRIBUTE TO HELPING US WIDEN IT AT CERTAIN PARTS OF THAT SO THAT WE COULD KEEP THE COST LOWER.

THE SECOND PART OF THAT IS I'M CONCERNED THERE'S A NEW BUILDING THAT WAS PERMITTED -- I DON'T KNOW THAT THE CITY GOT TO DO ANYTHING, BUT DO THE BUILDING PERMITS, BUT A STATE BUILDING THAT'S BETWEEN WHERE GUADALUPE SPLITS OFF OF LAMAR GOING SOUTH THAT MAY PRECLUDE SOME OF THAT IN THAT PARTICULAR AREA.

SO I WANT TO KNOW ABOUT THAT.

AND THEN THIRD, I JUST WANT TO POINT OUT THAT IN THE LEGISLATIVE SESSION WE DID GET SOME OPPORTUNITY TO USE THE LEDGER WITH FOLKS OTHER THAN UT AT THE STATE.

AND WE HAVE A LOT OF LEDGER BECAUSE OF WHAT WE WERE ABLE TO DO WITH THE STATE WITH RESPECT TO THE STATE COMPLEX, AND IT SEEMS LIKE GETTING TRANSIT IN AUSTIN WOULD BE IN THE STATE'S INTEREST.

AND I'D LIKE TO SEE HOW WE CAN EXPLORE THAT SINCE THERE IS SO MUCH STATE LAND UP THAT LAMAR AND GUADALUPE AREA.

>> Kitchen: OKAY.

SO ARE YOU OKAY IF WE GET THAT INFORMATION TO YOU.

>> Alter: YEAH.

>> Kitchen: OKAY.

THANK YOU VERY MUCH.

APPRECIATE THAT.

LET'S GO ON NOW TO THE NEXT ITEM, WHICH IS THE FLEET ELECTRIFICATION UPDATE.

AND WE HAVE ABOUT 20 MINUTES FOR THIS ONE ALSO.

OH, WE HAVE ONE SPEAKER.

SO LET'S HEAR THE PRESENTATION AND THEN WE'LL HEAR FROM THE SPEAKER.

SO Y'ALL CAN GO AHEAD.

AND IF YOU COULD KEEP -- WE HAVE ABOUT 20 MINUTES.

IS THAT GOING TO WORK?

I DON'T KNOW HOW MUCH TIME Y'ALL PLANNED FOR.

>> IT SHOULD DO IT.

IT'S A BRIEF UPDATE.

>> GOOD AFTERNOON, JENNIFER WALLS, FLEET OFFICER, AND I HAVE WITH ME RICK HARLAN, DEPUTY -- RICK HARLAN, DEPUTY OFFICER.

>> AND MANAGING DIRECTOR OF EMERGING TECHNOLOGIES.

>> I WANT TO THANK COUNCIL FOR GIVING US THE OPPORTUNITY TO SHARE WITH YOU SOME OF THE THINGS THAT THE FLEET DEPARTMENT IS DOING IN SUPPORT OF THE MOBILITY OUTCOME.

AND ALSO EXPRESS OUR EXCITEMENT WITH BEING PLACED ON THE MOBILITY OUTCOME.

AND WE'RE EXCITED ABOUT THIS BECAUSE OF ALL THE CHANGES THAT ARE HAPPENING IN THE AUTOMOTIVE INDUSTRY, AS FAR AS TECHNOLOGY IS CONCERNED AND AS FAR AS THE IMPACT, THE DISRUPTIVE CHANGE THAT'S HAPPENING IN THE AUTOMOTIVE INDUSTRY, ESPECIALLY IMPACTING LARGE FLEETS AS WE'VE SEEN WITH THE TAXI INDUSTRY, THE CAR RENTAL INDUSTRY.

AS A PUBLIC SECTOR FLEET WE'RE NOT IGNORING THAT AND WE'VE TAKEN THIS OPPORTUNITY TO CHANGE OUR STRATEGY AS A FLEET EVEN THOUGH WE HAVE A CAPTIVE AUDIENCE, WE'RE NOT IGNORING OUR BUSINESS MODEL IN THAT REGARD AND TAKING LESSONS LEARNED FROM THOSE INDUSTRIES TO KIND OF EXERCISE SOME OF THOSE LESSONS TO MAKE OURSELVES MORE EFFICIENT AND EFFECTIVE ON HOW WE THINK OF OURSELVES, MOVING FROM A MODEL OF ACQUISITIONS, MAINTENANCE REPAIR AND DISPOSAL TO A MODEL OF MOBILITY AS A SERVICE FOR OUR CITY EMPLOYEES.

SO I'VE KIND OF THROWN UP OUR NEW STRATEGY.

IT'S ON THE BOARD THERE.

THOSE KIND OF EIGHT THINGS THAT WE'RE LOOKING AT AND HOW TO MAKE OURSELVES MORE EFFICIENT IN THE CITY.

AND YOU CAN SEE FLEET ELECTRIFICATION IS ONE OF THOSE THINGS THAT WE'RE LOOKING AT DOING.

AND I WILL PASS TO RICK WHO WILL KIND OF GO FROM THERE.

>> WE HAVE A LOT OF CHANGE IN MOBILITY SPACE AT THIS POINT AND THE MOBILITY SECTOR.

OBVIOUSLY WE'RE LOOKING AT ELECTRIC VEHICLES [INDISCERNIBLE], WE'RE TRYING TO DO THOSE THINGS TODAY IN PREPARATION FOR TOMORROW'S WORLD IN MOBILITY.

AS JENNIFER SAID LET'S START OFF WITH THE ELECTRIC PORTION, WHICH FALLS INTO OUR ALTERNATIVE FUEL BUCKET.

SO WE'RE A FLEET OF 6800 PIECES OF EQUIPMENT ROUGHLY.

WE BURN 5.6 MILLION GALLONS OF FUEL ANNUALLY, 72 AND A HALF% OF THAT IS ALTERNATIVE FUELS THROUGH 41 OF OUR FUEL SITES.

SO THE ELECTRIFICATION WILL IMPACT THAT AS WELL IN A FAVORABLE WAY.

IN 2016 COUNCIL PASSED A RESOLUTION TO ASSESS THE OPPORTUNITIES TO ELECTRIFY THE FLEET AND THE RECOMMENDATION CAME BACK TO REPLACE 330 GAS-POWERED ENGINE, LIGHT DUTY VEHICLE ENGINES WITH AN EV OR EHPV.

SO WE WERE TASKED WITH THE TASK OF THE CHARGING STATION INFRASTRUCTURES AND WE WERE GOING TO PAY FOR THAT WITH A FUEL SURCHARGE ON THE LIQUID FUEL THAT'S CONSUMED BY THE CITY AT THIS POINT.

SO THE GOAL IS THAT IF WE REPLACE THE 330 WE COULD SEE A \$3.5 MILLION SAVINGS OVER 10 YEARS AND THAT IS IN FUEL AND MAINTENANCE COSTS.

SO WHERE WE ARE TODAY AND ON THE SLIDE TODAY IT'S A BITE OF AN EYE CHART FOR YOU, BUT WE LANDED IN 2018 IN 1.8% OF OUR FLEET BEING ELECTRIC TRIED OR 123 ELECTRIC VEHICLES.

BY THE END OF THIS YEAR WE'LL BE AT 2.9% OF OUR TOTAL FLEET BEING ELECTRIC VEHICLES.

AND WE'RE ON TRACK AT THIS POINT.

BY THE END OF THE 330 WE'LL GET FIVE PERCENT OF OUR ENTIRE FLEET BEING AN ELECTRIC VEHICLE OF SOME KIND.

SO WE'RE LEANING INTO THIS.

THIS ACTUALLY FALLS INTO THE BUCKET OF MANY OF OUR CITY INITIATIVES, SD 23, THE 2020 PLAN, THE 2050 PLAN.

ON THE RIGHT SIDE BOTTOM IS OUR CHARGING INFRASTRUCTURE DESIGN AND WE'RE LOOKING AT A TWO TO ONE RATIO, TWO ELECTRIC VEHICLES PER ONE CHARGING STATION.

ALTHOUGH THAT PROBABLY IS GOING TO CHANGE WITH THE DISTANCE IN MILEAGE THAT WE CAN GET OUT OF EVE'S NOW, WE MAY GO TO A THREE TO ONE OR FOUR TO ONE RATIO AT THIS POINT.

WHEN WE WERE LOOKING AT THIS INITIALLY, THE VEHICLES WERE ONLY GOING 80 MILES.

NOW WE'RE TALKING 220 MILES.

THAT'S CHANGING OUR RATIO OF CHARGING OF THE STRUCTURE TO ELECTRIC VEHICLE.

BUT IT DOESN'T REALLY JUST STOP THERE.

WE'RE -- IT'S LIKE YOU GET TO THE 330, DO YOU STOP OR KEEP GOING?

I THINK THE MARKET IS TELLING US TO KEEP GOING.

THE OEMS ARE THE ORIGINAL EQUIPMENT MANUFACTURERS OF THE VEHICLES, ARE COMMITTING TO BUILDING EVs FOR US IN THE FUTURE.

IF WE KEEP GOING IN NORMAL REPLACEMENT CYCLE THROUGH REGULAR ATTRITION, WE'LL REPLACE CLOSE TO 1700 LIGHT DUTY VEHICLES.

WHEN I SAY LIGHT DUTY WE'RE TALKING VANS, LIGHT DUTY PICKUP TRUCKS, SEDANS AND SUVS OVER 10 YEARS.

IF WE DO THAT WE COULD SAVE UP TO \$12.8 MILLION.

SO WE'RE JUST TAKING THE MODELING WE'VE DONE OFF THE INITIAL KIND OF SPARK THAT COUNCIL ASKED US TO GO AHEAD AND START WITH AND WE'VE JUST EXTRAPOLATED IT ON OVER THE 10 YEARS AND JUST KEEP ON GOING WITH WHAT WE'RE DOING.

SO ON THE NEXT COUPLE OF SLIDES, I WANT TO PASS IT OVER TO CARL AND CARL CAN COVER SOME OF THE CHARGING STATION WORK.

>> THANK YOU, RICK.

AUSTIN ENERGY IS VERY HAPPY TO WORK WITH OUR PARTNER CITY FLEET SERVICES ON MAKING SURE THERE'S A PLACE TO PLUG IN AND CHARGE THESE VEHICLES.

SO THE CURRENT PLAN RIGHT NOW FOR THIS YEAR IS 28 SITES HAVE BEEN LOCATED AND WE'RE BATCHING THE SITES IN ROUGHLY 10 SITES PER BATCH.

THAT IMPROVES EFFICIENCY TO GO THROUGH THE CONTRACTING AND PUBLIC WORKS PROCESS.

AND THEN ALTHOUGH NOT SPECIFICALLY FOR CITY FLEETS, WE ALSO HAVE A PARALLEL PROJECT OF QUITE A BIT OF DC FAST CHARGING ROLLOUT SO THE TYPICAL TOPOFF IS AROUND 20 MINUTES VERSUS FOUR PLUS HOURS JUST TO GIVE YOU A SENSE OF SPEED.

ALL THE FLEET VEHICLES WILL BE MEMBERS OF THAT PROGRAM SO AS CITY FLEET VEHICLES ARE DRIVING AROUND AND NEED TO TOP OFF, THEY ALREADY HAVE A MEMBERSHIP AND ACCESS TO THOSE PUBLIC DV FAST FLEET STATIONS.

ON THE NEXT SLIDE WITH CAP METRO WE ARE WORKING VERY ACTIVELY WITH OUR PARTNERS AT CAP METRO.

THEY HAVE MADE A SIGNIFICANT COMMITMENT TO ELECTRIFICATION, AND YOU'LL KNOW.

OUR ROLE IS TO MAKE SURE THEY HAVE THE INFRASTRUCTURE.

THIS IS DIFFERENT.

THESE ARE FAST CHARGERS.

IT'S A MAJOR DEPOT.

THE DESIGN RIGHT NOW IS FOR UP TO 200 BUSES AT THE MCNEIL FUTURE FUELING DEPOT AND DISPATCH CENTER OF CAP METRO UP IN NORTH AUSTIN.

ONE OTHER THING WE WERE DOING, WE WANT TO ALSO MAKE SURE WE'RE DOUBLING DOWN TO THE AFFORDABILITY AND THE BENEFITS OF E-FUEL OR ELECTRIC VEHICLE FUELING INFRASTRUCTURE.

SO WE ARE WORKING ON A TRANSPORTATION ELECTRIFICATION RATE WITH THREE CORE COMPONENTS.

ONE IS A HOLISTIC RATE, IT'S NOT A CAP METRO RATE, IT'S REALLY FOR TRANSPORTATION ELECTRIFICATION FOR FLEETS IN GENERAL.

THERE IS AN OFF-PEAK COMPONENT OF IT TO REALLY DOUBLE DOWN ON THE EMISSIONS AND COST SAVINGS ON THE ERCOT MARKET.

AND THEN THIRD, IT FULLY RECOVERS ON THE INFRASTRUCTURE COSTS.

AND GENERALLY LIGHT ON THE ENERGY.

SO LIGHT ON THE KWH TO PUT IT IN ELECTRICAL TERMS.

>> THANK YOU, CARL.

SO THE NEXT SLIDE HERE, IT'S A LITTLE BIT WORDY.

WE'LL PIVOT BACK TO THE OVERALL FLEET.

THE CITY OF AUSTIN, WORKING WITH THE CLIMATE MAYORS COUNCIL AND THE ELECTRIFICATION COALITION, WHICH ARE A COUPLE OF NATIONAL ORGANIZATIONS THAT BROUGHT TOGETHER SOME -- THE CITIES AND SOME PRIVATE ENTERPRISE TO GO AHEAD AND INFLUENCE THE EV MARKET TO LET THE MANUFACTURERS AND EVERYBODY KNOW THAT WE'RE VERY INTERESTED IN THIS.

AND WE'RE TRYING TO SHAPE THE EQUITABILITY OF THE ACCESS TO THE EV MARKET FOR A LOT OF SMALLER PLAYERS THAT ARE OUT THERE.

SO THE CURRENT STATUS IS, LED BY MAYOR ADLER, FLEET SERVICES, OFFICE OF SUSTAINABILITY, WE JOINED A CLIMATE MAYORS COUNCIL COOPERATIVE AGREEMENT, SO IT'S A CONSOLIDATION OF NATIONAL PURCHASING VOLUME TO DRIVE DISCOUNT AND TO SEND A MESSAGE TO THE EOMs THAT WE WANT TO GO AHEAD AND BUY MORE OF THESE.

WE WANT SOME PRICING CONCESSIONS AS A RESULT OF THAT.

AND WHAT WE GOT WAS BASICALLY A 1,300-DOLLAR PER VEHICLE SAVINGS IN IT, AND WE STEPPED FORWARD PRETTY ROBUSTLY INTO THIS PLAN.

WE PURCHASED 18% OF THE TOTAL VOLUME THAT THIS ENTIRE GROUP HAS COMMITTED TO.

WE ARE PROBABLY NUMBER TWO -- NUMBER THREE BEHIND LA, NEW YORK AND US ARE THE THREE MAJOR CITIES THAT ARE REALLY CONTRIBUTING TO THIS.

WE'RE BUILDING STRONG RELATIONSHIPS WITH THE O&MS, THE CHARGING STATION MANUFACTURERS THAT CARL IS WORKING WITH, AS WELL AS THE COTTAGE INDUSTRY OF FOLKS THAT ARE BUILDING THESE CHARGING STATIONS, THEY'VE GOT TO BE CERTIFIED, THEY HAVE TO BE FAMILIAR WITH THE EQUIPMENT.

AND THEN ALSO WITH OUR REGIONAL GOVERNMENT COUNCILS AND OTHER CITIES, WE'RE COLLABORATING NOW MORE THAN EVER BEFORE WITH EVERYBODY INVOLVED IN THIS ENTIRE PROCESS.

SO THANK YOU, MAYOR ADLER, FOR YOUR LEADERSHIP IN THAT.

I'M GOING TO GO AHEAD AND PIVOT TO THE NEXT SLIDE.

WE ALWAYS ASK OURSELVES WHERE DO WE STAND IN ALL OF THIS?

ARE WE PACING OURSELVES AT THE RIGHT PACE?

ARE WE GOING FAST, GOING TOO SLOW, BUYING THE RIGHT AMOUNT?

SO WE'RE LOOKING AT THE MARKET IN GENERAL, SO THE MARKET IN GENERAL SAYS HEY, EV PURCHASES ARE UP 25% YEAR OR YEAR-OVER-YEAR, BUT THAT'S ONLY 1.1 OR 1.2 PERCENT OF TOTAL VEHICLE SALES IN A GIVEN YEAR.

SO IT'S STILL EARLY IN THE TIMELINE TO GET EV AS A MORE COMMON THING.

IT'S STILL VERY EARLY IN THIS PROCESS.

BUT THE CITY OF AUSTIN FLEET FOR 2019, WE'RE PURCHASING 11.4% OF OUR PURCHASING VOLUME TOWARDS EV.

SO WE'RE LEADING THE WAY, CAUTIOUSLY LEADING THE WAY, TO MAKE SURE THAT ONE, THESE VEHICLES CAN ACTUALLY DO THE SERVICE DUTY THAT THEY'RE EXPECTED TO DO.

SO WE'RE TAKING A CAUTIOUS APPROACH.

AND THEN -- BUT THE EXPECTATION IS THAT EV AND PHEV SALES OVER THE NEXT TWO YEARS BASKETBALL 20% OVER OTHER VEHICLE SALES.

SO WE'RE RIGHT IN BETWEEN WHERE WE WANT TO BE AND KIND OF NOT SATURDAYING AT ALL -- STARTING AT ALL.

I THINK THERE'S A LOT OF FOLKS THAT ARE LOOKING AT THIS IN THE NEXT COUPLE OF YEARS AS MORE MODELS COME ON THE MARKET.

SO WE WANTED TO SOCIALIZE THIS WITH OUR LOCAL GOVERNMENT HERE.

SO WE DID A RIGHT DRIVE LAST SUMMER WITH THE CITY MANAGER AND HIS DIRECTORS AND THE ACM'S AND I THINK A PICTURE IS WORTH A THOUSAND WORDS THERE.

HE SEEMED TO BE PRETTY HAPPY WITH IT.

[LAUGHTER].

HE WAS VERY SURPRISED BY THE SUPPORT MODE THAT YOU CAN PRESS A BUTTON AND IT TAKES OFF.

SO THAT WAS THE GENERAL CONSENSUS OF ALMOST EVERYBODY THAT GOT INTO ONE OF THESE VEHICLES.

WE WANTED THEM TO KICK THE TIRES.

WE WANTED THEM TO SEE THESE AREN'T JUST PLASTIC TOYS.

THEY ARE JUST AS SOLID AS ANY OTHER VEHICLE ON THE ROAD.

AND ACTUALLY PRETTY QUICK.

THEY'RE FUN TO DRIVE.

>> Alter: A LOT OF FUN TO DRIVE.

>> THE NEXT SLIDE -- EXCUSE ME, I WENT TOO FAR.

ALL RIGHT.

SO THIS IS WHAT WE'VE GOT IN THE FLEET NOW ON THE LEFT IS A TOYOTA PRIUS.

THE RED ONE THERE, THE EVER POPULAR VERMILLION RED THAT GOES TO OUR FIRE DEPARTMENT THERE, THAT IS A FORD FUSION.

AND THEN WE'VE GOT A FORD F-150 IN THE VEHICLE WHICH IS AN ELECTRIC DRIVE ASSIST WITH ITS DRIVETRAIN.

AND JUST TO THE RIGHT OF THAT IS A MITSUBISHI OUT LANDER AND A CHEVY VOLT TO THE FAR RIGHT AND ON THE BOTTOM IS OUR ELECTRIC SHUTTLE BUS THAT WE MOVE THE EMPLOYEES AROUND THE CITY.

WE'RE SPREADING THIS AROUND TO ALL THE AREAS OF THE CITY AND IT'S JUST -- IT'S A CULTURAL CHANGE.

SO JUST TO WRAP UP HERE AT THIS POINT, WHERE DO WE SEE THE FUTURE OR THE OPPORTUNITIES?

THE COST OF EV'S ARE GOING TO GO DOWN.

THAT'S ONE THING WE'RE SURE ABOUT.

AND EXPANSION INTO THE HEAVY DUTY FLEET SEGMENT IS ACTUALLY GOING TO HAPPEN.

MAYBE NOT AS SOON AS WE WOULD ALL LOVE IT TO HAPPEN.

BATTERY LIFE IS GOING TO IMPROVE.

THE DISTANCE ON A SINGLE CHARGE IS GOING TO IMPROVE.

SIGNIFICANT EXPANSION OF CHARGING STATION INFRASTRUCTURE THANKS TO CARL AND AUSTIN ENERGY IS GOING TO EXPAND.

AND THEN WE'RE GOING TO SEE DC FAST CHARGE EXPAND OUT THERE.

AND HOPEFULLY THE COST OF THAT TO COME DOWN A LITTLE BIT.

AND ANOTHER THING WAS EV BATTERY AND POWER STORAGE BEING ABLE TO PUSH BACK TO THE GRID.

I KNOW THIS IS SOMETHING THAT COUNCIL BROUGHT UP AND DISCUSSED JUST TWO, THREE WEEKS AGO.

WE SEE THIS ON THE HORIZON.

IT WILL BE A GREAT THING TO DO.

CHALLENGES ARE REALLY KIND OF FOCUSING ON CHANGE MANAGEMENT.

A LOT OF FOLKS HAVE RANGE ANXIETY.

THEY'RE AFRIED TO GET TOO FAR AWAY FROM THE CHARGING STATION.

THERE'S OVER 300, 400 CHARGING STATIONS IN THE CITY THAT THEY COULD TAP INTO AT ANY ONE GIVEN TIME IN THE PUBLIC SPACE.

AND WE'RE WORKING ON MORE FOR THE PRIVATE -- FOR CITY EMPLOYEE VEHICLES BY THEMSELVES.

SO THE BUILD RATE, FAST CHARGE, STRATEGY PLACEMENT, GETTING IT ON THE MAIN CORRIDORS SO PEOPLE CAN GO IN AND FILL UP AND TOP OFF AS A NORMAL FUELING EVENT, WHERE PEOPLE CAN EASILY DO THAT AND WORK WITH OUR REGIONAL PARTNERS WITH THAT AND BUILD THAT CORRIDOR, I THINK WE START TO -- YOU'RE MAKING A LOT OF GROUND THERE.

BUT IT'S A CHALLENGE IN FRONT OF US.

FOR US IN THE FLEET DEPARTMENT WE'VE GOT MAINTENANCE -- WE'VE GOT TO TRAIN OUR TECHS ON HOW TO DEAL WITH THESE.

BUT WE'RE COVERING OUR MAINTENANCE PIECE PRETTY SIGNIFICANTLY WITH WARRANTIES THAT GO -- THE DRIVE TRAINS ON THESE THINGS ARE SEVEN TO 10 YEARS WARRANTY ON THE ELECTRIC DRIVE TRAINS. SO WE'RE PROTECTED FROM JUMPING OUT INTO SOME TECHNOLOGY WHERE WE MIGHT NOT KNOW HOW TO HANDLE IT.

AND THEN OF COURSE, WE NEED TO LEARN TO MONITOR AND MAXIMIZE EV UTILIZATION.

ONCE YOU HAVE CHARGING PATTERNS AND WHAT PEOPLE ARE DOING AND IF YOU'RE DONE WITH THE CHARGING STATION, YOU KNOW, GET OFF IT AND GET SOMEBODY ELSE ON IT, THAT KIND OF THING.

SO THAT'S WHAT WE PLANNED FOR YOU TODAY.

SO THAT'S -- ANY QUESTIONS THAT YOU MIGHT HAVE?

>> Kitchen: THANK YOU.

WE HAVE ONE SPEAKER -- I'M SORRY.

>> JUST ONE MORE THAT'S KIND OF DANGLING OUT THERE.

AS WE GET MORE CITY VEHICLES ON ELECTRICITY, WHAT ARE THE -- I KNOW LIKE WITH HOSPITALS YOU HAVE BACKUP GENERATORS THAT ARE DEDICATED TO THAT.

AS WE GET MORE OF THE VEHICLES DEDICATED TO PUBLIC HEALTH AND SAFETY, HOW DO WE ENSURE WHEN THE POWER OUTAGES GO DO THEY HAVE DEDICATED POWER APPLIES TO THEM TO ENSURE CONTINUITY OF SERVICES THAT WE'RE LOOKING AT, THOSE KIND OF BROADER QUESTIONS THAT THEY HAVE ACCESS TO IT.

THOSE KINDS OF THINGS.

>> Kitchen: OKAY.

THANK YOU.

I THINK WE HAVE ONE SPEAKER.

Y'ALL CAN STAY THERE.

I THINK YOU CAN COME DOWN THERE.

THAT'S DR. DAVID TUTTLE.

THANK YOU.

>> THANKS.

THANK YOU FOR OPPORTUNITY.

I'M DR. DAVID TUTTLE.

MANY OF THE FOLKS I ALREADY KNOW.

I'M A COMMISSIONER ON THE EUC FROM DISTRICT 10.

THANKS FOR THE OPPORTUNITY.

I'M ACTUALLY SORRY THAT I HAVEN'T BEEN ABLE TO PARTICIPATE IN SOME OF THESE MEETINGS EARLIER.

JUST BUSY SPRING SEMESTER AND FAMILY OBLIGATIONS.

I JUST JOTTED DOWN SOME POINTS I WANTED TO ARTICULATE.

THE GOOD PEOPLE THAT I'VE BEEN WORKING WITH FOR A DECADE ON THIS I BET HAVE SOME OF THIS COVERED IF NOT ALL OF IT.

HOPEFULLY ALL OF IT.

I JUST WANT TO MAKE THE POINTS.

I HOPE THAT FIRST OF ALL WE LEARN IN THE PROCUREMENT FROM OTHER CITIES THERE HAVE BEEN EXPERIENCES WITH BUSES, IN ALBUQUERQUE, INDIANAPOLIS, LA, ON BUSES.

AND SO TO BE PRUDENT AS FAR AS TAXPAYER DOLLARS.

I JUST IMPLORER EVERYONE TO CAST A WIDE NET AND GAIN AS MUCH INFORMATION AND LEARN FROM OTHER PEOPLE'S EITHER MISTAKES OR JUST POOR EXPERIENCES ON THAT.

WHAT WE'VE SEEN FROM THE LIGHT DUTY VEHICLE SIDE IN THE PAST IS THERE ARE FIRST IMPLEMENTATION JUST MISTAKES OR ARTIFACTS THAT CAN BE PROBLEMATIC.

AND SO JUST WHEN WE'RE PROCURING THESE EXPENSIVE BUSES THESE CAST A WIDE NET AND LEARN FROM OTHER CITY'S SITUATIONS.

THE SECOND THING IS MAKE SURE WE HAVE ENOUGH TECHNICAL EXPERTISE TO DIVE A LITTLE BIT UNDER THE COVERS IN THE PROCUREMENT PROCESS.

THERE ARE SOME KEY FLAGS ON TECHNOLOGIES THAT SHOULD MAKE PEOPLE CONCERNED.

IF YOU SEE A VEHICLE, FOR EXAMPLE, THAT HAS A BATTERY SYSTEM THAT DOESN'T HAVE LIQUID THERMAL MANAGEMENT AND SUCH NOT, THAT SHOULD BE A FLAG.

WE'VE SEEN THAT IN THE LIGHT DUTY VEHICLE SPACE.

THE NEW EV BUS CHARGING DEPOT, AGAIN THIS MAY BE MY IGNORANCE COMING IN.

MAYBE I CAN GO BACK AND SEE SOME OF THE PLANS ON THIS AND THE DETAILS, BUT WE'VE HAD THIS DISCUSSION FOR AUSTIN ENERGY AND OUR LIGHT DUTY VEHICLES INCENTIVES, BUT THIS NEW BUS CHARGING DEPOT IS A DR AND INTELLIGENT CHARGING AND MAYBE V TO G CAPABLE.

ONE OF THE MOST INTERESTING THINGS THAT WHEN CARL DOES SHINES 2 AFTER HE'S DONE WITH SHINES PERHAPS THAT MIGHT BE A LOCATION FOR V TO G EXPERIMENTS WITH THE BUSES.

AND SO HOW MUCH ARE WE FUTURE PROOFING THAT NEW SUBSTANTIAL CAPITAL INVESTMENT TO ALIGN WITH THAT.

ANOTHER THING IS AS STORAGE PRICES DECLINE, THERE MAY BE AN OPPORTUNITY FOR STATIONARY STORAGE AND THAT MIGHT BE DEMAND CHARGE MANAGEMENT.

AND CARL MENTIONS A FOCUS WITH A NEW RATE STRUCTURE ON THE DEMAND CHARGES KW VERSUS KWH, THAT MAY BE PARTICULARLY IMPORTANT.

SO IS -- AGAIN, THIS NEW BUS CHARGING DEPOT, IS IT ALLOCATING THE SPACE FOR BEHIND THE METER OR STATIONARY STORAGE TO HELP WITH THAT?

AS WELL AS BEING A TEST BED FOR BASKETBALL EVEN VEHICLE TO PREMISE OR FOR RESILIENCY OR VEHICLE TO GRID.

AND ALSO GIVEN THAT YOU'RE GOING TO HAVE TO DRAG IN A LOT OF EXTRA CAPACITY IN THE DISTRIBUTION SYSTEM.

WILL THIS BE ONE OF THE LOCATIONS FROM THE NUMBER LISTED BY CARL AS FAR AS A LIGHT DUTY VEHICLE, DC FAST CHARGING STATION, ALONG THAT CORRIDOR?

I THINK THIS IS SOMEWHERE NEAR BURNET AND 183, ANOTHER GREAT LOCATION WHEN WE'RE LOOKING AT IT.

SO IF IT'S NOT IN THAT DEPOT, IT COULD BE OUTSIDE THE FENCE AND COULD IT BE SUPPORTING THAT?

AND ALSO A DISCUSSION ON SOONER OR LATER WITH STAFF ON PLUG-IN HYBRIDS VERSUS BATTERY ELECTRICS.

THERE'S BEEN SOME EVOLUTION ON THAT.

AND AS A FORMER OWNER OF A PLUG-IN HYBRID AND BATTERY ELECTRIC, THERE ARE DIFFERENT CAPABILITIES OF THOSE AND THERE'S SOME INTERESTING DYNAMICS THAT CAN BE SET UP.

I THINK I'M ALMOST OUT OF TIME HERE.

>> Kitchen: YES.

>> BUT THERE CAN BE BEHAVIORAL ASPECTS THAT YOU CAN GET INCENTIVES PLACED THAT WEREN'T REALLY INTENDED WITH THE SELECTION OF ONE TYPE OF VEHICLE FOR THE OTHER.

THANK YOU.

>> Kitchen: THANK YOU.

I REALLY APPRECIATE YOUR INTEREST IN THIS, YOUR SERVICE ON OUR COMMISSION.

THANK YOU.

ON COLLEAGUES, IF WE COULD KEEP OUR QUESTIONS PRETTY SHORT SO WE CAN GET TO OUR LAST ITEMS.

GO AHEAD, COUNCILMEMBER ALTER.

>> Alter: THANK YOU.

AND THANK YOU FOR AM COULDING IN DR. TUTTLE FOR COMING IN FOR THE DISCUSSION ON EV'S.

WE WEREN'T ABLE TO HAVE THE CAP METRO DISCUSSION ON BUSES AND I KNOW MY STAFF WILL WORK WITH YOU SO THEY CAN BENEFIT FROM YOUR RESEARCH AND INTO THAT.

I HAD A -- FIRST OF ALL, IT WAS REALLY EXCITING.

GLAD TO SEE THE STEPS THAT WE'VE TAKEN.

I AM A LITTLE CONCERNED ABOUT SORT OF THE PERCENTAGE OF OUR VEHICLES THAT ARE GOING TO BE ELECTRIC AND THE TIMETABLE THAT I'M SEEING.

WHILE I'M STILL COGNIZANT OF THE FACT THAT WE HAVE TO TRY STUFF OUT AND THAT THERE'S SOME FITS AND STARTS TO THE TECHNOLOGY, WHAT I DIDN'T REALLY SEE IN HERE WAS THE PLAN FOR HOW WE DO THAT NEXT STAGE WHEN WE GO BEHALF THE 330, SO IT LOOKS LIKE WE'RE ON TRACK AND WE HAVE A CLEAR PLAN TO GET TO THE 330.

AND IT LOOKS LIKE WE THEN HAVE AN ESTIMATE OR A GUESSTIMATE OF HOW MUCH WE WOULD SAVE IF WE DID MORE, BUT IS THAT JUST PART OF OUR PLANNING OR DO YOU NEED COUNCIL RESOLUTION TO KEEP GOING ON THE PATH OF DOING MORE?

IS THAT ALREADY BUILT INTO YOUR PLAN AND STRATEGY?

SO CAN YOU SPEAK A LITTLE BIT TO SORT OF IF WE WERE TO EXTRAPOLATE OUT FROM 2020 IN THE PURCHASING?

IT LOOKS LIKE THERE'S ONE CHART IN HERE, BUT I DON'T KNOW HOW WE GET THERE.

>> YES.

OUR NORMAL REPLACEMENT STRATEGY INCORPORATES THE ELECTRIC VEHICLES IN IT ALREADY.

SO AS VEHICLES COME UP FOR REPLACEMENT, ELECTRIC -- THE ELECTRIC OPTION COMES FIRST.

WHEN IT COMES DUE IT SAYS IS THERE AN ELECTRIC MODEL AVAILABLE FOR THIS VEHICLE.

YES, THEN IT SHOULD BE ELECTRIC.

SO WE CAN GO OUT AND PROJECT OUT FOR YOU AHEAD OF TIME AND TELL YOU IF YOU WOULD LIKE THAT MODEL.

WE COULD GET THAT FOR YOU AND TELL YOU AN ESTIMATE ON WHEN THE VEHICLE -- WHEN THE VEHICLE IS ELIGIBLE TO BE REPLACED AND TELL YOU A GUESSTIMATE ON THE NEXT FIVE YEARS HOW MANY VEHICLES WILL BECOME ELIGIBLE AND WHAT ELECTRIC MODEL WILL BE AVAILABLE.

FRANCE, A LOT OF VEHICLES THAT ARE PICKUP TRUCKS ARE IN THE TUNNEL TO BE REPLACED, BUT WILL THERE BE ONE ON THE MARKET AVAILABLE?

MAYBE.

AND WE CAN GO AHEAD AND SAY YES, THAT WILL PROBABLY BE COUNTED AS AN LICK VEHICLE IN THE FUTURE, BUT IF THERE'S ONE ON THE MARKET AT THE TIME, YES.

IF NOT, THEN I HATE TO SAY YES, THAT WILL BE AN ELECTRIC VEHICLE IF THAT'S NOT THE CASE IF IT'S NOT AVAILABLE.

DO YOU UNDERSTAND WHAT I'M SAYING?

>> Alter: YES, TO TRULY BE IN THE MARKET.

I GUESS IT'S HARD WHEN WE SAY WE'LL HAVE 330 AND THEN THIS CHART ON THIS SLIDE SAYS 1800, BUT I DON'T KNOW HOW MANY VEHICLES WE HAVE.

>> THOSE ARE BASED ON LIGHT DUTY SEDANS.

SO WE'RE SAYING THOSE ARE LIGHT DUTY SEDANS.

WE KNOW THERE'S A VEHICLE ON THE MARKET THAT IS -- THAT THERE IS AN ELECTRIC LIGHT DUTY SEDAN ALREADY AVAILABLE.

THE OTHER VEHICLES THAT WERE LIGHT DUTY WERE PICKUP TRUCKS.

SO WE'RE SAYING THAT BY 2021 WE'RE ESTIMATING THOSE WILL BE IN THE MARKET, BUT WE DON'T KNOW THEY WILL BE ELIGIBLE FOR THE REPLACEMENT, THE PICKUP TRUCKS IN OUR FLEET WILL BE ELIGIBLE FOR REPLACEMENT, BUT WE CAN GUESSTIMATE THAT THEY WILL BE ELIGIBLE FOR REPLACEMENT.

WE CAN PROJECT OUT THAT AND GIVE YOU A BETTER TIMELINE TO INCLUDE THOSE IN THE ESTIMATE FOR YOU IF YOU LIKE THAT.

WE CAN PROJECT OUT.

>> YES.

I WOULD LIKE THAT, BUT I ALSO DON'T WANT TO MAKE A WHOLE LOT OF EXTRA WORK.

>> THAT'S EASY.

>> Alter: IF IT'S EASY, I WOULD DEFINITELY LIKE THAT.

WHAT I WANT TO MAKE SUR IS THIS IS IN THE CITY MANAGER'S PLANS TO BE DOING AND THAT OVERTIME WE'RE DOING IT.

>> Kitchen: SOUNDS LIKE IT ALREADY IS.

>> Alter: SOUNDS LIKE IT IS, BUT I WOULD LIKE TO SORT OF SEE HOW THAT'S PLAYING OUT AND MAYBE IN THAT YOU COULD HIGHLIGHT THESE ARE THE VEHICLES THAT WE'RE EXPECTING AREN'T REALLY GOING TO BE READY UNTIL THE STATE TO REPLACE AND WE HAVE THIS MANY OF THOSE IN OUR FLEET RIGHT NOW.

AND JUST SO THAT I GET A FULLER PICTURE OF THAT.

>> YEAH.

>> WE CAN BRICK THAT OUT INTO SEGMENTS OF THE POPULATION, LIGHT DUTY, MEDIUM DUTY, HEAVY DUTY.

AND BREAK THAT OUT INTO SOMETHING THAT MAKES SENSE AND SOMETHING EASY TO DIGEST, BUT WALKS US FORWARD IN A FORECAST ON HOW WE GET TO WHERE THE FUTURE IS GOING TO LIE.

WE HAVE THE ABILITY TO FORECAST FOR THE REPLACEMENT CYCLE.

>> Alter: IN YOUR COST SAVINGS ARE YOU FACTORING IN THE SAVINGS TO NOT HAVE TO DO THE GAS, NOT THE PAPERWORK ASSOCIATED WITH THAT?

I HAVE AN ELECTRIC VEHICLE AND I'VE HAD ONE OF VARIOUS KINDSIC FOR FIVE OR SIX YEARS NOW.

AND I LOVE NOT HAVING TO GO TO THE GAS STATION AND.

>> THE FUEL SAVINGS?

>> WELL, IT'S FUEL SAVINGS, BUT THEN THERE'S ALSO THE TIME.

I DON'T KNOW -- I DON'T KNOW HOW MUCH DRIVING SOME OF THESE FOLKS ARE DOING.

THERE WOULD BE SOME WHERE THEY WOULD HAVE TO RECHARGE, BUT THERE ARE A LOT OF FOLKS THAT WITHIN THE AMOUNT OF MILES THAT YOU CAN NOW DO ON CERTAIN CARS WOULDN'T NEED TO RECHARGE IT AND SO YOU'RE SAVING, YOU KNOW, TIME AS WELL IN TERMS OF NOT HAVING TO GO TO THE GAS STATION AND NOT HAVING TO FILL OUT PAPERWORK.

>> OUR ORIGINAL -- ORIGINALLY IT WAS JUST THE FUEL SAVINGS.

WE DIDN'T FACTOR IN THE TIME.

>> Alter: OKAY.

>> Kitchen: THANK Y'ALL VERY MUCH.

SO WE'LL GO ON TO OUR LAST -- I WASN'T SURE IF THE LAST TWO ITEMS COULD BE TAKEN TOGETHER.

IS THAT THE THINKING?

SO IF Y'ALL WANT TO COME UP.

WE'VE GOT -- LAST ITEMS ARE THE LAND DEVELOPMENT CODE REVISION THAT INVOLVES TRANSPORTATION ELEMENTS AND THEN THE STREET IMPACT FEE STUDY IMPACT.

THE STREET IMPACT FEE IS PART OF THE LAND DEVELOPMENT CODE.

I THINK THE THINKING HERE WAS TO JUST TO START TO HELP US -- TO START TO REMEMBER THE DRAFT 3 STARTING POINT FOR THE TRANSPORTATION SECTION.

NOT PARKING.

WE'VE ALREADY HAD PLENTY OF CONVERSATION ABOUT PARKING.

BUT THE OTHER KINDS OF ELEMENTS THAT ARE IN THERE.

AND I KNOW THE STREET IMPACT FEE IS A BIG PART OF THAT.

SO I'LL LET OUR STAFF TAKE US THROUGH THIS CONVERSATION.

AND LET ME DO A TIME CHECK TOO.

WE'RE SUPPOSED TO GET AT 3:00.

DOES EVERYBODY HAVE A HARD STOP AT 3:00?

OR ARE Y'ALL OPEN TO --

WE MAY HAVE A HARD STOP AT 3:00.

>> Flannigan: LET'S STICK WITH 3:00 AND SEE HOW WE DO.

>> Kitchen: WE'LL TRY FOR A HARD STOP AT 3:00.

AND THERE'S SO MUCH TO TALK ABOUT IN THESE AREAS.

WE CAN ALWAYS TALK MORE AT THE NEXT MEETING.

>> [INAUDIBLE].

>> Kitchen: OKAY.

GO AHEAD.

>> ANIK BEAUDET WITH THE TRANSPORTATION DEPARTMENT.

SO FOR THE LAND DEVELOPMENT CODE REWRITE ITEM, I'M GOING TO -- THANK YOU FOR YOUR SPECIFICITY ON WANTING TO UNDERSTAND RIGHT-OF-WAY DEDICATION, WHICH I IMAGINE IS A QUESTION AFTER THE TWO YEARS.

THANK YOU FOR YOUR TIME LOOKING AT THE STRATEGIC MOBILITY PLAN AND THE ROADWAY TABLE THAT WAS ADOPTED WITH IT WITH THE NEW RIGHT-OF-WAY REQUIREMENTS TO REALIZE THE GOALS IN THE PLAN.

AND SO THE QUESTION BECOMES HOW WILL -- HOW DOES -- WHERE DID CodeNEXT LEAVE OFF ON RIGHT-OF-WAY DEDICATION TIA'S, WHICH WAS THE OTHER ITEM ASKED FOR, AND TRANSFER DEMAND MANAGEMENT, WHICH YOU HEARD AN HOUR AGO ABOUT A LOT OF INITIATIVES IN TDM.

SO I AM GOING TO GIVE YOU A BRIEF OVERVIEW OF WHERE CodeNEXT LEFT OFF ON THOSE THREE ITEMS BECAUSE WE IN TRANSPORTATION LIVE AND BREATHE THOSE THREE THINGS ALL THE TIME, BUT YOU ALL DO A LOT OF OTHER THINGS.

SO I WELCOME THE OPPORTUNITY TO REFRESH, AND COUNCILMEMBER ELLIS, YOU WEREN'T HERE THE LAST TIME AROUND, SO TO REFRESH YOU ON THE THREE THINGS AND THEN I'LL BE HEAR TO ANSWER QUESTIONS AND BRENT AND DANIELLE WILL CHIME IN AS THEY WOULD LIKE WITH MORE DETAILS.

SO WITH REGARDS TO RIGHT-OF-WAY DEDICATION, OUR CURRENT CODE ALLOWS US TO REQUIRE RIGHT-OF-WAY DEDICATION AT THE VARIOUS STAGES OF DEVELOPMENT.

THAT REQUIREMENT CARRIED THROUGH TO THE CodeNEXT PROCESS WITH SPECIFIC LANGUAGE.

I'M READING EXACTLY FROM WHERE WE LEFT OFF.

A LANDOWNER SHALL DEDICATE ALL PUBLIC RIGHT-OF-WAY REQUIRED TO SERVE THE TRANSPORTATION NEEDS OF PROPOSED DEVELOPMENT CONSISTENT WITH STANDARDS OF THIS TITLE.

THE AMOUNT, LOCATION AND ALIGNMENT OF RIGHT-OF-WAY TO BE DEDICATED SHALL CONFORM TO THE TRANSPORTATION PLAN.

SO WE NOW HAVE AN UPDATED PLAN.

AND THIS LANGUAGE IS PROPOSED AT THIS POINT IN TIME TO CARRY THROUGH TO THE CURRENT LAND DEVELOPMENT CODE REWRITE.

SO IF THERE'S ANY QUESTIONS ABOUT THAT, WE CAN PAUSE NOW OR I CAN GO ON TO TIA OR TDM.

>> [INAUDIBLE].

>> OKAY.

SO --

>> Kitchen: LET'S GO AHEAD AND GO THROUGH IT ALL.

>> OKAY.

SO AGAIN, RIGHT-OF-WAY DEDICATION, A TOOL THAT WE RELY ON A LOT CARRYING THROUGH TO THE CURRENT LDC REWRITE PROCESS.

FOR TRANSPORTATION IMPACT ANALYSIS AND TRANSPORTATION DEMAND MANAGEMENT REQUIREMENTS, WHERE WE LEFT OFF WITH CodeNEXT WAS A NEW SECTION TITLED COMPREHENSIVE TRANSPORTATION REVIEW.

AND THE DIFFERENCE FROM THE CURRENT CODE WAS THAT WE WERE TAKING -- WE WERE TAKING A TDM, TRANSPORTATION DEMAND MANAGEMENT FIRST APPROACH TO HOW WE MITIGATE TRAFFIC THROUGH DEVELOPMENT -- HOW WE MITIGATE TRAFFIC THROUGH THE LAND DEVELOPMENT PROCESS, MEANING WE LOWERED THE TRIGGER FOR THE TRANSPORTATION IMPACT ANALYSIS FROM 2,000 TRIPS TO 1,000.

THAT'S WHERE WE LEFT OFF.

WITH THE REQUIREMENT TO LOOK AT TRANSPORTATION DEMAND MANAGEMENT TOOLS TO INITIALLY LOWER THOSE TRIPS AS MUCH AS POSSIBLE BECAUSE WHAT WE KNOW FROM 2016 AND BEING ADVISED BY JEFF TUMLIN AND MOBILITY IS COST MANAGEMENT IS THE BEST AND MOST COST EFFECTIVE WAY FOR OUR MANAGEMENT.

THAT'S THE BEST APPROACH TO CODIFY THAT REQUIREMENT.

AND THEN WITH THE HOPES THAT THE TIA, THE RAW TRIPS THAT WERE LEFT WOULD BE -- THE ANALYSIS ITSELF WOULD BE LESS CUMBERSOME.

THERE WOULD BE LESS TRIPS TO MITIGATE WITH REGARDS TO THE SUPPLY SIDE.

SO THAT WAS THE APPROACH WE WERE TAKING.

IN THE LAST WE'RE WE'VE LEARNED A LOT.

WE'VE ENTERED INTO A MEMORANDUM OF UNDERSTANDING WITH DSD WITH REGARDS TO CLARIFYING ROLES AND RESPONSIBILITIES IN THE REVIEW PROCESS, THE NEIGHBORHOODS, DEVELOPMENT COMMUNITY HAVE ALL LEARNED A LOT MORE ABOUT WHAT TDM IS AND THE DEVELOPMENT COMMUNITY IS ASKING TO DO MORE OF IT ON THEIR OWN VOLUNTARILY SO WE HAVE HAD A LOT OF PRECEDENT OF CASES OF DOING TDM THROUGHOUT THE DEVELOPMENT PROCESS WHICH WILL BE VERY USEFUL AS WE GO INTO THE CODE REWRITE AND START TO REFINE HOW WE CODIFY IT.

SO THAT'S ALL I HAVE.

DOES ANYONE WANT TO ADD ANYTHING TO THAT.

THAT'S A VERY HIGH LEVEL REFRESHER OF THE APPROACH WE WERE TAKING WITH CodeNEXT AND HOW WE WERE GOING TO CONTINUE TO DO THAT, BUT USE THE HINDSIGHT AS 2020 AND THE EXPERIENCES WE'VE HAD.

>> Kitchen: OKAY.

LET'S TAKE A FEW QUESTIONS ON THAT BEFORE WE MOVE TO THE STREET IMPACT FEE.

YOU HAD SOME QUESTIONS?

>> Flannigan: YEAH, JUST GENERALLY I REMEMBER CONVERSATIONS WITH A LOT OF FOLKS THAT FELT ANXIETY OVER THE LACK OF DEFINITION OF TDM AND WHAT WAS BEING PROPOSED.

AND FOLKS ALWAYS IMAGINE THE WORST POSSIBLE SCENARIO IF LEFT TO THEIR OWN DEVICES.

SO HOW MUCH OF THIS DO WE EXPECT TO BE ACTUALLY IN THE CODE THAT'S APPROVED BY COUNCIL SO THAT WE CAN BE ASSURED THAT, SAY, WE'RE NOT USING LAWS THAT ARE GOING TO INHIBIT THE UNIT PRODUCTION?

BECAUSE OBVIOUSLY THE COUNCIL HAS MADE IT VERY CLEAR THAT THE NUMBER OF UNITS IS A PRIMARY METRIC FOR SUCCESS IN THIS PROCESS.

>> GOOD QUESTION.

AND I'M JUST REFRESHING THE -- LOOKING AT THE LANGUAGE THAT WAS HERE.

AND PREDICTABILITY IS REALLY IMPORTANT.

THERE IS A MENU OF ITEMS THAT IS CONSIDERED TRANSPORTATION DEMAND MANAGEMENT.

MOST OF THAT WILL BE IN THE TRANSPORTATION CRITERIA DEMAND MANUAL.

SO THE TRIGGER IS YOU MUST DO A TDM PLAN OR YOU CAN DO ONE VOLUNTARILY WOULD BE IN THE CODE.

THERE MIGHT BE SOME TOOLS THAT ARE APPROPRIATE TO CODIFY.

I COULDN'T TELL YOU OFF THE TOP OF MY HEAD RIGHT NOW WHAT THAT WOULD BE, BUT MIGHT BE APPROPRIATE AND WE'LL BE FLESHING THAT OUT IN THE LEADERSHIP TEAM.

>> Flannigan: I REMEMBER GETTING TO THIS CONFLICT OF WANTING TO HAVE AN EXAMPLE CRITERIA MANUAL OR SEE A DRAFT CRITERIA MANUAL AND THEN THE PUSH BACK OF YOU DON'T DO THAT UNTIL YOU PASS THE CODE.

YOU DON'T WRITE THAT UNTIL THE CODE IS PASSED.

THAT COMES NEXT.

I DON'T HAVE TO HAVE AN ANSWER RIGHT NOW, BUT I DON'T KNOW HOW TO SOLVE THIS AND I'M HOPEFUL WE CAN FIND A WAY TO SOLVE THIS.

AND WITH THE LOWERING OF THE THRESHOLD FROM 2,000 TO 1,000, GETTING A BETTER UNDERSTANDING OF HOW THAT'S GOING TO IMPACT AFFORDABLE HOUSING DEVELOPERS OR OTHER TYPES OF SMALLER SCALE DEVELOPMENTS THAT WE ARE ALSO TRYING TO PRIORITIZE IN THIS NEW CODE.

AND THERE ARE THINGS THAT SINCE WE DIDN'T DO THAT TYPE OF DETAILED POLICY DIRECTION BEFORE CodeNEXT HAPPENED, NOW I THINK IT'S CLEARER WHAT THE COUNCIL IS LOOKING FOR IN ITS OUTCOMES, SO I'M HOPEFUL THAT THIS TRANSPORTATION SECTION CAN ADDRESS THOSE CONCERNS.

I HAVE A WHOLE OTHER LIST OF STUFF THAT'S NOT NECESSARILY WHAT WE'RE POSTED TO TALK ABOUT ON THE TRANSPORTATION CHAPTER AND THINGS ABOUT SIDEWALKS AND THINGS THIS I'M SEEING IN MY DISTRICT ABOUT WHY THE SIDEWALK WAS REQUIRED TO BE BUILT OVER THERE AND NOT OVER HERE.

AND THINGS LIKE THAT THAT MAYBE RODNEY OR MAY BE A DSD CONVERSATION TOO.

>> AND WHAT WE MIGHT COULD DO IF FOLKS WANT TO DO THAT, IS AT OUR AUGUST OR SEPTEMBER MEETING DRILL DOWN INTO ADDITIONAL AREAS OF THE CODE IF WE WANT TO.

>> Flannigan: AND I DON'T KNOW IF WE KNOW AS A COUNCIL YET HOW THE STAFF WILL START ROLLING OUT THE WORK.

WE MAY HAVE A DRAFT TRANSPORTATION CHAPTER AT SOME POINT.

WE CAN START COMBING THROUGH.

SO WE'LL SEE -- YEAH.

BUT I THINK ONGOING CONVERSATION IS PROBABLY A GOOD IDEA.

>> Kitchen: OKAY.

COUNCILMEMBER ALTER.

>> Alter: THANK YOU.

I WAS JUST WONDERING IF YOU COULD GO THROUGH THE LAST PART OF WHAT YOU SAID ABOUT WHAT YOU HAD LEARNED IN HINDSIGHT OVER THE YEAR FROM WHEN WE DID CodeNEXT?

I DIDN'T QUITE DIGEST THAT.

>> YEAH.

SO WE HAVE BEEN ON LARGER DEVELOPMENTS, REALLY MIDSIZED TO LARGER DEVELOPMENTS.

WE'VE BEEN REQUIRING LOOKING AT PARKING PRETTY SERIOUSLY WITH DEVELOPERS AND TRYING TO UTILIZE EXISTING CODE 256478, WHICH IS PARKING REDUCTIONS GENERAL THAT ALLOWS FOR 20% REDUCTION IF YOU'RE IN THE URBAN CORE AUTOMATICALLY AND OTHER TYPES OF REDUCTIONS IF YOU DO CERTAIN THINGS.

WE LEARNED, FOR EXAMPLE, IN THE EAST RIVERSIDE AREA THAT YOU CAN DO A 65 OR UP TO 50% REDUCTION AND TRYING TO UNDERSTAND PARKING HAS BEEN A BIG PART OF WHAT WE'RE LEARNING IN WHAT REDUCTIONS ARE FEASIBLE WITH REGARDS TO PRO FORMAS FROM THE DEVELOPERS AND THAT TYPE OF THING BECAUSE PARKING, PER Y'ALL'S DIRECTION ON MAY 2nd, IS SOMETHING WE'LL HAVE TO REALLY DOUBLE DOWN ON AS FAR AS A TDM MEASURE.

AND AN AFFORDABILITY MEASURE.

SO WE'VE BEEN LEARNING A LOT ABOUT WHAT IS THE TOLERANCE FOR THE MARKET PARKING.

SO THAT WOULD BE ONE AREA THAT WE'VE HEARD A LOT ABOUT IN THE LAST YEAR THAT WILL HELP US ALONG WITH THE INSTRUCTION ON MAY 2nd.

IS THERE ANYTHING ELSE?

YOU'VE BEEN WORKING A LOT ON TDM WITH SOME DEVELOPMENTS OF MID TO LARGE SIZE.

ANYTHING THAT YOU WANTED TO ADD?

>> I DON'T THINK THERE'S ANYTHING SPECIFIC TO ADD, BUT I WILL JUST SAY THAT, YEAH, AS WE HAVE THESE LARGE DEVELOPMENTS THAT COME IN WE'RE LEARNING ABOUT THE TDM MEASURES, SOME ARE FEASIBLE, SOME ARE NOT.

WHAT WE CAN AND CANNOT ENFORCE AND WHAT AUSTIN CAN SUPPORT.

SO I THINK THAT'S BEEN AN IMPORTANT.

>> I THINK BRENT LLOYD, DSD, I THINK THERE HAVE BEEN ENFORCEABILITY QUESTIONS SO I THINK THAT ONE OF THE THINGS THAT WAS ATTEMPTED TO BE DONE IN DRAFT 3 AND WE'RE GOING TO TRY TO

SHORE THIS UP IN THE VERSION THAT COMES BACK TO COUNCIL LATER IS REALLY BUILDING IN ENFORCEABILITY MEASURES, MAKING MEASURES A CONDITION TO SITE PLANS.

HAVING THEM DOCUMENTED IN A MANNER THAT THEY WILL BE ENFORCEABLE.

THERE'S DEFINITELY BEEN SOME SITUATIONS IN THE RECENT PAST WHERE TDM IS REALLY IMPORTANT BUT IT'S A FREESTANDING DOCUMENT THAT ISN'T REALLY MARRIED IN A VERY TIGHT WAY TO AN APPLICATION OR AN APPROVAL.

SO WE'RE GOING TO BE LOOKING AT WAYS TO MAKE TDM MORE OF A STANDARD CODE REQUIREMENT THAT AS ENFORCEABILITY TRIGGERS.

>> Alter: I DON'T REMEMBER IF IT WAS IN ASMP OR IN THE LAND DEVELOPMENT CODE, BUT I REMEMBER PUTTING IN LANGUAGE ABOUT ENFORCEABILITY FOR TDMS, SO I'M GLAD TO HEAR THAT'S THE DIRECTION YOU'RE GOING.

IF I'M UNDERSTANDING WHAT YOU'RE SUGGESTING IS THAT THE MARKETS MAY BE SAYING THAT REDUCTIONS OF A CERTAIN LEVEL MAY NOT BE FEASIBLE GIVEN WHAT THE MARKET IS DEMANDING TO HAVE AS A TARGET.

IS THAT --

>> YES.

>> Alter: GREAT.

THANK YOU.

>> Ellis: A QUESTION ABOUT TRAFFIC IMPACT ANALYSIS.

I'VE HEARD THE METHODOLOGY CAN SOMETIMES WORK AGAINST OUR SUSTAINABLE MODE SHIFTING GOALS.

IF WE TALK ABOUT LEVEL OF SERVICE, YOU'RE TALKING ABOUT CARS ON THE ROAD.

AND I WAS WONDERING IF YOU COULD SPEAK ABOUT THAT A LITTLE BIT OR IF THERE'S ANY ALTERNATIVES TO TIAs THAT YOUR DEPARTMENT IS CONSIDERING AS WE LOOK AT TRANSIT SUPPORTIVE DENSITIES FOR THE NEW CODE REWRITE THAT WILL BE COMING FORWARD.

>> GOOD QUESTION.

WE HAVE CURRENT UPDATED TIA GUIDELINES THAT THE CURRENT CODE REQUIRES THE TIA AT A CERTAIN TRIGGER AND THIS THEN WE HAVE GUIDELINES THAT ARE IN THE TRANSPORTATION CRITERIA MANUAL THAT WE'VE ALSO CREATED SOME SUPPLEMENTAL CLARIFICATION TO WHAT IS IN THE TRANSPORTATION CRITERIA MANUAL.

AND IN THAT IT IS VERY FOCUSED ON MULTIMODAL.

IT ALLOWS FOR A REVIEW, BUT IN PRACTICE HISTORICALLY WE HADN'T BEEN DEVELOPING WHAT THAT REALLY LOOKS LIKE IN PRACTICE FOR THE TIA.

SO WE THROUGH ON OUR TRANSPORTATION ENGINEERING WE DID A LOT OF WORK IN THE LAST TWO YEARS IN BEING MORE MULTIMODAL FOCUSED.

SO WE WILL BE TAKING THOSE GUIDELINES AS WE LOOK AT THIS CURRENT CODE REWRITE VERSION AND SEEING WHAT MAKES SENSE WORKING VERY CLOSELY WITH THE TRANSPORTATION DEPARTMENT, WHAT MAKES SENSE TO CODIFY AND WHAT MAKES SENSE TO CONTINUE TO KEEP IN THE TCM AND THEN UPDATE THE TCM.

SO TO COUNCILMEMBER FLANNIGAN'S POINT, WHAT'S GOOD WITH WHERE WE ARE NOW WITH THE CODE REWRITE IS THAT WE HAVE OUR TCM AT 60% COMPLETE, WHICH WE DIDN'T A YEAR AGO, WHICH WILL HELP A LOT WITH THE CONVERSATION AS YOU POINTED OUT, COUNCILMEMBER FLANNIGAN, OF NOT UNDERSTANDING WHAT THE TRANSPORTATION COMMAND MANAGEMENT CRITERIA WILL BE, WHAT IS THE TRIP REDUCTION IF DO YOU THIS METHOD OR THAT METHOD?

WHAT IS THE COST VERSUS THE TRIP REDUCTION, THAT SORT OF THING.

SO WE'RE A LOT FURTHER ALONG THAN WE WERE A YEAR AGO IN THAT SORT OF TRANSPARENCY, WHICH IS GREAT WITH REGARDS TO WHAT WE'RE TRYING TO DO WITH A MODERNIZED TRANSPORTATION CHAPTER.

SO TO YOUR QUESTION WE ARE LOOKING AT BEST PRACTICE AND DIFFERENT METHODOLOGIES.

LEVEL OF SERVICE IS STILL A TOOL THAT IS -- THAT CAN BE USED BY THE ENGINEERS AS WE LOOK HISTORICALLY, BUT IT'S NOT THE ONLY TOOL.

SO WE ARE LOOKING TO UTILIZE A LOT OF OTHER PERSPECTIVES ON THE TRANSPORTATION MITIGATION.

>> Ellis: SO HAS THAT TRANSPORTATION CRITERIA MANUAL BEEN UPDATED IN THE PAST YEAR?

>> NO.

IT'S -- THE WORK IS UNDERWAY TO TAKE IT THROUGH UPDATE WITHIN THE NEXT YEAR.

WE HOPE TO HAVE 90% COMPLETE BY THE END OF THE YEAR.

AND SO IT WILL BE REALLY HEALTHY FOR FOLKS LOOKING AT THE TRANSPORTATION TO HAVE THAT GOING CONCURRENTLY.

>> Ellis: OKAY.

I'M EXCITED YOU'RE DOING IT.

IT MAY BE OF HELP FOR ME ESPECIALLY TO SEE WHAT'S BEEN UPDATED IF THAT'S A WAY TO JUST GET WITH MY OFFICE SO I CAN KIND OF SEE WHAT HAS BEEN UPDATED AND EXACTLY WHAT POINTS YOU'RE WORKING ON FOR THE CRITERIA MANUAL.

THE TCM.

>> SURE.

>> Kitchen: WHY DON'T WE SHIFT NOW TO THE -- DO WE HAVE TIME TO COVER THE STREET IMPACT FEE?

WELL, YES!

OKAY.

[LAUGHTER].

>> WHEN YOU'RE AT THE END OF THE AGENDA YOU ESTIMATE THAT YOU HAVE LESS TIME.

I THINK MY MAJOR WAS THREE MINUTES.

[LAUGHTER].

SO YOU'VE GIVEN ME --

>> Kitchen: WE HAVE MORE THAN THREE MINUTES FOR YOU.

>> I DON'T REALLY NEED IT.

I COULD GIVE YOU A MORE THOROUGH RECAP OF WHERE WE'VE BEEN ON THE STREET IMPACT FEE PROGRAM.

LEAH MILLER, AUSTIN TRANSPORTATION.

BUT I WILL TIT TO THE CHASE.

YOU HAVE RECEIVED A MEMO YESTERDAY THAT PROVIDES BAM ON WHERE WE'VE BEEN, THE BACKUP TO DATES, IT PROVIDES A LOT OF LINKS TO RESOURCES, WHERE YOU CAN GO BACK AND REFRESH.

FOR YOU, COUNCILMEMBER ELLIS, SINCE YOU WEREN'T HERE WHEN WE WERE BACK AT COUNCIL IN 2017, TO SEE THE WORK THAT'S ALREADY BEEN DONE AND THERE'S A REPORT OF STUDY ASSUMPTIONS THAT'S ALSO AVAILABLE TO REVIEW.

SO WHAT I'M REALLY HERE TO TELL YOU TODAY IS THAT THE STREET IMPACT FEE STUDY IS MOVING FORWARD.

IT WAS HELD WHILE WE WERE WORKING ON THE STRATEGIC MOMENT PLAN AND VETTING THE ROADWAY CAPACITY PROJECTS AS PART OF THE ASMP.

NOW THAT WE'VE GOTTEN COUNCIL ADOPTION OF THE ASMP WE'RE WANTING TO MOVE FORWARD WITH THE STREET IMPACT FEE STUDY.

SO JUST JUMPING TO THE SCHEDULE OVERALL, WE STARTED THE PROCESS BACK IN LATE 2016.

WE BROUGHT LAND USE ASSUMPTIONS, OUR GROWTH PROJECTIONS FOR THE NEXT 10 YEARS IN OCTOBER OF 2017, HELD A PUBLIC HEARING.

THEM WE MOVED INTO DEVELOPING THOSE ROADWAY CAPACITY PROJECTS.

WE GOT PUBLIC FEEDBACK ON THOSE PROJECTS THROUGH THE ASMP AND NOW WE WANT TO BRING TO COUNCIL THOSE ASSUMPTIONS IN TOTAL, THE GROWTH PROJECTIONS AND THE ROADWAY

CAPACITY PROJECTS, BECAUSE THOSE ARE REALLY THE BASIS FOR THE CALCULATION OF WHAT AN IMPACT FEE WOULD BE.

BASICALLY YOU TAKE THE COST OF ALL OF THE PROJECTS, YOU DIVIDE IT BY THE GROWTH IN TERMS OF NEW SERVICE UNITS, WHAT IS THE NEW VEHICLE MILES BEING GENERATED BY THAT GROWTH AND THAT GETS YOU THE MAXIMUM FEE IN EACH SERVICE AREA.

IF YOU REMEMBER, STATE LAW LIMITS THE SERVICE AREAS, SO THAT TRANSLATED FOR AUSTIN HAVING 17 UNIQUE SERVICE AREAS, SO THERE WOULD BE A UNIQUE IMPACT FEE FOR RESIDENTIAL AND NONRESIDENTIAL USES IN EACH SERVICE AREA.

SO WHAT WE'RE HOPING IS THAT WE CAN GET COUNCIL APPROVAL OF THE STUDY ASSUMPTIONS SO WE HAVE CONFIDENCE MOVING INTO THAT CALCULATION SO WE CAN THEN BRING BACK WHAT THAT MAXIMUM ACCESSIBLE FEE IS AND SOME POTENTIAL POLICY CHOICES FOR COUNCIL TO MAKE IN PHASE 3.

SO THERE'S AN ITEM ON YOUR AGENDA NEXT WEEK, JUNE 20TH, TO SET A PUBLIC HEARING.

THAT'S THE STATE REQUIRED PUBLIC HEARING, SETTING THAT FOR AUGUST OR WHATEVER DATE YOU THINK IS APPROPRIATE.

AND THEN TO ASK FOR COUNCIL APPROVAL OF THE STUDY ASSUMPTION.

SO IS THAT NOT AN ADOPTION OF THE FEE, BUT IT'S KIND OF ADOPTION OF THE WORK THAT'S BEEN DONE, THE TECHNICAL ANALYSIS THAT WOULD HELP US HAVE CONFIDENCE AND MOVING INTO THAT CALCULATION PHASE.

THE ONLY OTHER THING THAT I WOULD LIKE TO MENTION IS ON THE TRANSPORTATION CRITERIA MANUAL I THINK ANIK SUMMED IT UP WELL IN THAT WE HAVE A STRATEGIC PLAN MOBILITY PLAN, WE HAVE A LAND DEVELOPMENT CODE, WE HAVE PROCESS CHANGES IN DEVELOPMENT REVIEW, WE'RE ADOPTING THE TRANSPORTATION CRITERIA MANUAL, WE'RE PROPOSING A POTENTIAL TREAT IMPACT FEE.

TOGETHER ALL THESE THINGS WILL MAKE FOR A MUCH BETTER PROCESS WHEN IT COMES TO ASSESSING IMPACT OF GROWTH AND MAKING SURE THAT GROWTH IS PAYING FOR GROWTH IN AN EQUITABLE, TRANSPARENT WAY.

SO THE TRANSPORTATION CRITERIA MANUAL IS SOMETHING THAT WE HAD STARTED UPDATING WHEN CodeNEXT WAS UNDERWAY AND WE HAVE BEEN WORKING ON IT AND WE'LL HAVE AN ITEM AGAIN ON YOUR JUNE 20TH AGENDA FOR SOME CONTRACT AUTHORIZATION TO CONTINUE THE WORK ON THE TRANSPORTATION CRITERIA MANUAL SO I WANTED TO LET YOU KNOW THAT THERE'S ANOTHER ITEM THAT WILL HELP MOVE FORWARD ON THAT PROJECT TO ESPECIALLY DIG IN ON THE TDM SECTION TO THAT THOSE TDM REQUIREMENTS ARE VERY CLEAR IN THE CRITERIA MANUAL SINCE THAT WAS, WE KNOW, A CONCERN IN THE LAST PROCESS.

SO REALLY THAT IS IT.

SO I MIGHT HAVE DONE IT IN THREE MINUTES.

[LAUGHTER].

>> Kitchen: GOOD JOB!

OKAY.

QUESTIONS.

COUNCILMEMBER ELLIS, DO YOU WANT TO GO FIRST?

>> Ellis: YEAH, JUST OFF THE TOP OF MY HEAD, IF WE'RE TALKING ABOUT KNOWING HOW NEW GROWTH AFFECTS OUR TRAFFIC, WHERE'S THE FLEXIBILITY IN THE SHIFT TO MULTIMODAL?

HOW DO YOU COUNT THAT NUMBER IF YOU HAVE PEOPLE WHO ARE TRYING TO GIVE UP THE SINGLE OCCUPY TRIPS AND MOVE INTO A BUS SYSTEM OR RIDING THEIR BIKE?

>> RIGHT.

THAT'S DEFINITELY A REDUCTION THAT WE CAN CALCULATE INTO THE IMPACT FEE SO WE CAN SAY THIS IS WHAT'S MAXIMUM ACCESSIBLE BASED ON IF WE WERE TO ASSUME NO TRIPS.

WE'RE REMOVED OFF OF THE ROADWAY SYSTEM AND THEN WE CAN DO A REDUCTION FOR TDM MEASURES AND THAT'S SOMETHING THAT WE WOULD BRING BACK TO COUNCIL AS PART OF THAT PHASE 3 OF HOW WE WOULD PROPOSE TO DO THAT AND HOW THAT WOULD WORK IN CONCERT WITH THE NEW TIA AND TDM FIRST APPROACH WITH THE LAND DEVELOPMENT CODE REWRITE.

>> Ellis: YEAH.

I THINK THOSE GO WELL IN PARTNERSHIP TOGETHER.

WE'VE GIVEN DIRECTION ON GIVING UP CAR DEPENDENCY A LITTLE BIT.

GREAT TIMING.

>> ALMOST LIKE WE PLANNED IT.

[LAUGHTER].

>> Kitchen: COUNCILMEMBER ALTER?

>> Alter: HOPEFULLY THIS IS AN EASY QUESTION.

I'M JUST WONDERING SINCE WE HAVEN'T FINISHED THE LAND DEVELOPMENT CODE AND WE'RE DOING THE STREET IMPACT FEE AND THERE'S QUITE A BIT MORE GROWTH IN THE DIRECTION THAN WAS ANTICIPATED PREVIOUSLY, HOW DOES THAT PLAY INTO THE PROCESS?

>> YES.

WE ANTICIPATED THAT QUESTION.

SO THE LAND USE ASSUMPTIONS WERE DEVELOPED IN 2017 LOOKING AT A LOT OF DIFFERENT FACTORS.

AND AGAIN WE'RE LOOKING AT A 10 YEAR TIME FRAME, LOOKING AT IMAGINE AUSTIN GROWTH CONCEPT, FUTURE LAND USE MAP, LOOKING AT OUR PROJECTIONS THAT WE HAVE FROM THE

DEMOGRAPHER, WORKING IN CONCERT WITH OUR AUSTIN WATER DEPARTMENT WHO WAS AT THE TIME UPDATING THEIR IMPACT FEE STUDY SO WE COMPARED NOTES.

WE ALSO LOOKED AT THE STRATEGIC HOUSING BLUEPRINTS PROJECTIONS FOR HOUSING NEEDS SO ALL OF THOSE THINGS TOGETHER WERE TAKEN INTO CONSIDERATION IN THE DEVELOPMENT OF THE LAND USE ASSUMPTIONS.

THAT SAID, THE STUDY IS -- CAN BE UPDATED AT ANY POINT IN TIME.

IT'S REQUIRED TO BE UPDATED EVERY FIVE YEARS, SO SINCE WE'RE LOOKING AT A 10 YEAR TIME PERIOD AND A LOT OF THE GROWTH IS ACTUALLY ALLOCATED TOWARDS EMERGING PROJECTS THAT WE KNOW ABOUT TODAY, THE DEVELOPMENT SERVICES DEPARTMENT DOES A GOOD JOB OF TRACKING WHAT ALL THE PROJECTS ARE.

WE SAY THAT THE ASSUMPTIONS ARE REASONABLE IN A 10 PERIOD AND THEN AT THE FIVE-YEAR MARK WHEN A STUDY UPDATE WOULD BE REQUIRED WE COULD REEVALUATE THOSE ASSUMPTIONS AND MAKE CHANGES BASED ON ANY LAND DEVELOPMENT CODE CHANGES THAT WE FELT LIKE WOULD DRAMATICALLY CHANGE THE GROWTH PROJECTIONS.

BUT WE'RE LOOKING REALLY BASED ON GROWTH TRENDS AND ALL THOSE OTHER KIND OF PIECES OF INFORMATION THAT WE HAVE TO LOOK INTO OUR CRYSTAL BALL AND PROJECT GROWTH.