

Mobility Committee Meeting Transcript – 08/06/2021

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[11:32:57 AM]

>> Chair: All right. Let's go ahead and kick it off. Good morning everyone. I am kounl Paige Ellis. Chair of the mobility mobility committee. I'm going to call the meeting to order at 11:32 A.M. We have joining us mayor pro tem harper-madison and councilmember alter. Just has her camera off for a little while. I believe councilmember kitchen will be joining shortly and councilmember Kelly, I believe, will be joining at noon. I appreciate everyone being flexible as we had to reschedule this meeting on relatively short notice. Obviously, yesterday we had a lot of important topics that also needed to be covered. I appreciate the flexibility of my staff, city staff, folks watching at home. And our presenters to try to help us work through these items that we felt like still needed to be covered prior to our budget adoption next week. We have seven people signed up.

[11:33:57 AM]

I plan to call everyone at the beginning. Hello councilmember kitchen. Good to see you.

>> Kitchen: Sorry I'm a few minutes late.

>> Chair: That's okay. Glad you could join. So we have five people signed up on general citizen communication. I'll call those folks up first and we have David king signed up to speak on items number 2 and 3. I will go ahead and let him speak at the beginning as well so that he doesn't have to wait on the phone on hold until we get to those items. So I will call up our first signed up speaker, Hayden black walker.

>> Can you hear me now?

>> Chair: Yeah.

>> I wanted to speak for three minutes on I-35. I wanted to give everybody a heads up.

[11:34:57 AM]

I will say I appreciate all of the work that you guys have done on I-35 up to this point. All the letters that have gone in. To txdot about I-35 central. I also wanted to say just to be sure you understand we're working with txdot. Including -- Ferguson was able to join us. This is the fourth walking tour along I-35 and really trying to -- txdot asked us to do this as advocates and we've really been trying to show them how brutal that environment is. How loud it is. The pollution, the lack of sidewalks and the lack of crossing. We've been having a really good discussion. I wanted to just put on your radar. I'm sure you know. Public engagement starts next Tuesday on the 10th.

[11:36:00 AM]

This is round 3 of public engagement. It ends on September 9 -- September 8th. Excuse me. Which is right before your next meeting. I was really hoping that txdot staff could be with you today to update you on what's going on. You won't be able to meet and hear about did in this forum I guess unless you call a special meeting. They're only giving the community 30 days to comment despite your resolution in March asking for 60 days and despite thousands of austinites asking for more time. We're not getting it. I just wanted to say that there are three basic alternatives that we expect them to show. They're going to finally show their schematics which they've had for a long time. Unwilling to share. You know, the underlying assumptions on the project are all basically the same. It's all 20 lanes. They have three alternatives. The three alternatives are almost identical. I really would encourage us

[11:37:02 AM]

somehow to figure out how we can do a process that kind of builds us from the ground up. That isn't just, here's your 20-lane highway, how do you want to decorate it. What does the community really want? I know txdot is doing a lot of things, they're really trying. They're also starting with their own project and kind of asking people how do we put lipstick on a pig. You know, there's no real discussion of those underlying assumptions. I'll just say that projects like this are happening all over the country where we're -- communities are looking at how to reconnect the surface. How to address the past wrongs that have gone on in these areas and we have a once in a lifetime opportunity to get it right. I think Austin can really lead. Every city in the country has this problem. I'll leave it at that. It's a lot to talk about in three minutes. If any of your offices would

[11:38:02 AM]

like to meet and discuss further, I'd be more than happy to do that.

>> Chair: Very much appreciate your comments, Hayden. We have now joining us councilmember Kelly. Glad you could make it. I know we had to reschedule on somewhat short notice.

>> The next speaker is Deaton Bednar. You have three minutes.

>> Good morning councilmembers. My name is Deaton Bednar. I'm here to support a living streets program with funding in the 2022. City of Austin budget. This should be an inexpensive program with big benefits. I'm a resident on avenue G in Hyde park and have seen how much the healthy street contributes to the quality of life for our neighborhood and all of Austin with whom we share our safe avenue G healthy streets. I'm remembering a neighbor who went from concern about having a healthy street to fully participating in inviting folks to use our quiet street and

[11:39:04 AM]

enjoy what it brought to our neighborhood. Also the father who routinely walked backwards down the street as he watched his three little ones learning to ride bikes. There was a group of teenage girls continuing to build their roller skating team skills and an older couple who hold hands under the tree-shaded sun protection while strolling on an even-level surface. I've heard similar things about other healthy streets like bold en avenue. I thank you for healthy streets. Other neighborhoods in Austin should have this experience. I love the idea of a resident-driven living streets program. We've all been through a lot with the pandemic and the fierce changes in weather. This could bring a lot of enjoyment and hope to the community. We don't want to wait a whole year to get this in the next budget. So please approve a living streets program for 2022. Thank you for hearing my

[11:40:05 AM]

comments and serving on this committee.

>> Chair: Thank you very much for those comments. We are indeed working on an ISD for living streets and very much appreciate you coming to us to share your thoughts on that.

>> Wonderful thank you.

>> Chair: Great. The next speaker will be Jessica Lehman.

>> Hi. Good morning councilmembers. My name is Jessica Lehman. I'm the associate state director of outreach and -- at art Texas. I am also here today on behalf of a living streets program and asking that you create a fund so it's great to hear that you're already working on this. Of course, you know, we're looking to build on the success of healthy streets and empower residents to create art in communities

and traffic calming in their neighborhoods. So we thank you so much for your leadership. We know at A.R.T. That many

[11:41:05 AM]

older residents have benefited greatly from the healthy streets program and we're able to walk up and down their streets every day to get outside and feel safe at the same time while physically distancing, being able to socially connect with our neighbors. We have older gentlemen remark to us how much he enjoyed just sitting and watching the folks of all ages walk and bike and roll down his street and so as this pandemic continues, austinites continue to need this -- their streets to stay physically and emotionally healthy for them. So a bottom up living streets program just allows residents to take the lead in activating their streets for the good of their community. And as Deaton indicated, a living streets program would be community-driven. So the program would have very modest costs. We would hope. And would accomplish numerous existing city goals, including those in the age friendly action plan. So we ask you to support a council resolution to create the

[11:42:06 AM]

program and increase spending in the 2022 budget. We thank you so much for your strong leadership throughout this time. To help get us through this pandemic that has affected all of us so much. Thank you.

>> Chair: Thank you very much. Our next speaker is Daniel Gomez.

>> Yes. I'm Garrett -- can you hear me?

>> Yes, I can.

>> My name is Daniel Gomez. I'm 65 years old. I've lived in this neighborhood for pretty much all my life. My kids were raised here, I went to Texas A&M. I own my own home and I had a business here but I'm retired now. So I want to just call and tell you that I'm supporting the healthy streets. I want to support that. I hope that would be the healthy streets. I'm talking about the living streets. Help out with the living streets and what I like about it is the leadership here, the younger

[11:43:06 AM]

leadership, they're reaching out to hispanic community and I like that. You know, they're reaching out, part of being inclusive in the things that they're doing. I'm a block captain for the healthy streets on canal. So I want to be a part of that. As we move forward. I think there's a lot of people here my age that

really enjoy that. I do because the less traffic, the better. That's what I think. So anyway, just wanted to call and let you know that as an older person, hispanic, I support this. Living streets program. I hope it goes through. Thank you.

>> Thank you very much for your comments. Our next speaker will be Nancy coeter.

>> Thank you. This is Nancy coeter. I'm a retired citizen but I have my fingers in just about every community activity you can think

[11:44:10 AM]

of. I was here before Ben white became a highway. If that tells you anything. I just want to bring to your attention, I believe, the previous speaker brought it up, too. The relationship of the txdot plans for I-35. I have been around and I have seen plans go into effect that said yes, we will, in the meetings and no, they didn't. We've had to fight with them as citizens to gain better access. Some of my biggest concerns right now -- I just want to bring it to your attention so that when the actual open house comes up, you can maybe get some

[11:45:12 AM]

of this information taken care of. But just know that in the primary discussions, they said they wouldn't take land. But they're taking land. I'm real concerned about the lack of access to UT. I would hope U.T. Was as concerned. But I'm not sure where they stand. When you look at the information, it's a clear issue that just blocks U.T. The worst, which I learned most recently during -- actually some pbs shows regarding 1928.

[11:46:14 AM]

There's no east-west connectivity. And I am so concerned about that. But I would like to let you know that I haven't seen a lot of friendly community help. I haven't had a lot of luck. I hold no animosity towards txdot. It's just that what I see happening and what I know hatching are two different things and I just want to bring them to your attention from a community member that's been all over the place.

>> Chair: Thank you very much for your comments. We appreciate them. All right. Next up we have David king. David, if you're there, you're signed up on project Connecticut and the street impact fee.

[11:47:14 AM]

If you would like three minutes for both, we probably have time to give you that today.

>> Thank you, chair. I really appreciate it. Can you hear me?

>> Yes, we can.

>> Thank you so much. Honorable members of the mobility committee, my name is David King and I'm speaking on items 2 and 3 regarding Project Connect and impact fees.

-- Imminent risk of displacement along corridors throughout Austin. The Project Connect \$300 million anti-displacement bond funds are intended to help prevent displacement of these families and businesses so that they may thrive and benefit from the transit improvements from Project Connect. So I urge you to please dedicate all Project Connect anti-displacement funds to low-income families, communities of color and small businesses on or adjacent to Project Connect corridors. Please provide -- prohibit the use of Project Connect anti-displacement funds for

[11:48:14 AM]

market rate mixed use bonus development, market rate mixed use development will not prevent involuntary displacement of low income families and small businesses. In reality, market rate mixed use development facilitates involuntary displacement of low income families and -- while the bonus programs produce relatively few income recipient housing units reportable -- affordable to low income families. Please be sure that those connected to Project Connect bonds utilize -- equitable to low income families of color. According to a recent report by the University of Texas Latino Studies, the -- income for black and Latino families is roughly \$45,000, which is less than half of the area median income for white families in Austin. The income restricted housing program should be based on area leading incomes below 40% to equitably serve and benefit low income black and Latino families in Austin.

[11:49:15 AM]

Street impact fees. Please ensure that Project Connect bond funds are not utilized to reduce, limit or supplant the impact fees from developers. Please ensure that the effective rates for street impact fees are set at 100% for both residential and nonresidential development. The proposed huge reduction in effect TIF rates and impact fees will effectively shift over a half billion dollars in street impact mitigation costs from developers to taxpayers over ten years. The proposed effective rates imply that commercial developments will be required to pay just 50% of their impact on traffic while luxury residential developments will be required to pay for just 35% of their impacts on traffic. These developments could seek additional reductions of up to 75% by providing a nominal amount of affordable housing. Please ensure that the street impact fees used for transit oriented investments for Capital Metro routes -- comply with

[11:50:17 AM]

title 6 and do not result in disparate impacts on disenfranchised communities, communities of color, low income families and people protected by Americans with disabilities act. Thank you for considering my comments and thank you for your service and thank you again, chair for allowing me to speak at the beginning of the meeting.

>> Chair, I would like to ask Mr. King to send us copies of his comments. Please.

>> Chair: Yes, please do, Mr. King.

>> That was a lot of numbers. I want to think about that.

>> Yes, I will do that councilmember. Thank you.

>> Chair: Thank you. We've all been looking at a lot of numbers this week. So I really appreciate that. First item on the agenda is the approval of the minutes. Do I have a motion to approve the minutes from may 27th made by mayor pro tem harper-madison seconded by councilmember alter. All in favor? I've got four of us on screen. Councilmember Kelly is off screen right now. She's voting yes.

[11:51:18 AM]

Okay. That passes unanimously. So our first topic, discussion and possible action is update on project connect. I'm going to make sure you're unmuted.

>> You think I'd be a pro by now. Good almost afternoon, chair. Councilmembers. I'm the officer for project connect for the city of Austin. Project connect office. With me today is Dave couch, the program director for project connect for the Austin transit partnership. We're pleased to be here today to give you a program update and most of all, keep this conversational and answer any questions that you may have as the program is moving forward. I'm going to hand it over to Dave to do the first few slides and take over towards the tail end and we'll have time for Q and a. Take it away, Dave.

[11:52:19 AM]

>> Great. Next slide, please. Good morning and thank you for the opportunity to do the update. I want to start with something that is away from what the major part of the project is related to the light rail and start with what we have been able to obtain and where we are on the federal side of the world. One of the things that is not on this slide and it's a major event that has occurred earlier this week, if you recall that in getting into the federal process to be able to get grants for the major program for Orange and blue, the first part of the cig program is to be able to get approved for entry into what they call the

project development phase. That lasts for the first two years. Then you go to engineering and then to full funding. We were fortunate earlier this week to obtain approval from fda that we are now in that early

[11:53:19 AM]

portion and granted approval to go into project development. What that does for us, it allows us to go ahead and get the project listed in this year's annual report from fta. We don't have a rating for it yet. We don't have dollars yet. But it is an important step for fta to approve us to go into that process. I wanted to start with that. That is a major occurrence and it's a major milestone in what we're doing to get the full funding grant agreements. Along with that, we recently have received a grant from fta for buses in the amount of \$2.88 million. We continue to work in conjunction with the approval to get started on the Mccullough station. We're in the process right now of advancing from 30% design up through 60. We've launched several more of the pickup Zones, north -- south

[11:54:21 AM]

man check a and we'll be coming back with the north oak hill in this fall. We've completed the 15% drawings for the Orange and blue line that are needed with the new starts. Thank you to anek and her team for the review and input. We're basically able to stay lock step as we get through the process. We have also gone ahead and included now -- a new location we visited last night that is going to be the project connect program office. Aniq and her team will be part of that facility. We'll be working as we said when we went through the process with project connect that that will be the program office. Next slide, please. This basically is a recap of what we have for the components. The map on the right shows the initial investment. On the left, the two high

[11:55:21 AM]

capacity light rail lines, Orange and blue, the go line, the downtown tunnel and then the other components that are there with metro rapid. Green line in the future. Red line enhancements and the other components that make up the program. Along with anti-displacement investment, the \$300 million that is being implemented by the city. Next slide, please. This is the same program sequence that we went forward with and was approved by the voters. And the referendum in November showing the start of the light rail and a lot of the bus projects at the lower portion with the green line out in the future. Next slide. This is our little snake diagram. It takes us through where we are within the process. The portion that is boxed in red is the current place. We have gone through the public scoping process. We continue to have meetings.

[11:56:22 AM]

We were hoping to have the first in-person meeting last weekend. But with covid, we decided to go ahead and cancel that. I think it was the right thing to do. We're working towards the draft environmental impact statement and then going final as we get to the end of '22. Looking out into the future, we're looking to go from -- into project development into engineering, design, contracting, beginning each one of the portions on construction and vehicles. Ultimately out to getting to the end with what we will have with beginning of operations. The piece that's there, the third bubble back from the right is getting that full funding grant agreement that will be the culmination of the process that I described earlier that we're going through. Next slide. To get a little more detail,

[11:57:23 AM]

this shows where we have been in April. Check mark. When we go into the summer, completing the 15%. The next one shows request and as I said earlier, we had been approved to go ahead and go into project development. That takes us through what we're going to be working on and having continue community meetings and engagement with going ahead and developing that first step, which is the draft environment impact statement. That will be in the spring of next year. As we go from spring and into summer, we will go ahead and get the first initial rating that would go forward into the annual report from fta to congress. That will be due in the August time frame. So that will give us that first visibility, if you will, with a program -- a project rating and also dollars associated with it. At the same time, next summer we'll finish the 30% design and

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in summer of '22, we get the final Eis and then back through the federal process resulting in an fta record of decision in the winter of '22. That gives you a little more detail than what was on the previous slide. Next slide, please. This is the same type of display for what we have got that is in progress right now with respect to the two projects that we have got within project development and are listed in the president's budget. It shows that same sequence going through or at the point that we're going from 30% design to -- up to 100% design. The vehicle procurement will be awarded at the next board meeting -- in September. And then the expectation is to start construction at the end of the year. We're currently working on the process to go ahead and do the

[11:59:24 AM]

803 extension to Mancheca. We haven't got any level of detail of the schedule. We have the goal line as well. That will not be a federally funded project. That will be local. We won't have to go through a lot of the steps that are on here. Next slide, please. Gives you a little more detail on what we're doing with the other components of the program. As I said previously, the McCullough station, we're working through a categorical exclusion that was submitted to FTA. That's because of a very small portion of land that we have to acquire. We've progressed beyond the 30% and working on full design. We've got a small portion of real estate that has to be acquired so we have to under a federal process come up with what they call a ramp. A safety analysis and ongoing coordination with the city. Boomed more station is a -- broadmoor station is a work in

[12:00:25 PM]

progress. There's the construction of the new second track that will be between Leander and Lake Line. The neighborhood circulators I covered earlier with what we have gone ahead and launched. What we're doing to go ahead and look to the future for launching. Next slide, please. I'm going to turn it over to Aniq at this point.

>> I'm going to go through an update on the planning processes. Some equitable transit oriented development that is also ongoing concurrent with the capital investments. I know Councilmember Kitchen, you asked yesterday or I think it was yesterday during the budget for that schedule, that kind of overlays the concurrent planning processes. There's many going on. Is with the program schedule. I will be getting with Director True Lip to work on that.

[12:01:26 PM]

To distribute. This is just an overview of the grant that Capital Metro received. \$900,000 from the federal transit administration, to do ETOD work on a 12-mile section of both the blue and the orange line. That includes 13 stations combined. The emphasis is going to be on equitable transit-related development opportunities as they work through that planning process. So right now, they are coordinating with the city of Austin housing and planning department or equity office, transportation department, of course, in the project connect office to go ahead and fine tune the scoping on that. Next slide. So this is a summary of that

[12:02:27 PM]

grant, the capital metro FTA grant. ETOD process. They've been identified related to engagement and analysis as well as policy outcome. An engagement and analysis we have a public engagement strategy that includes, like I said, collaboration with the city of Austin on outreach as well as the project connect

committee, advisory committee assisting us. We'll be doing a current conditions review of all of the stations, but then a more expansive review of some what we're calling catalyst stations that are at the highest risk and most vulnerable to transit investment type of displacement and that sort of focus. We want to do very in-depth on like five to seven of the

[12:03:28 PM]

stations where we'll do some more rod assessment on the others to make the 13. As far as outcomes, cap metro will be updating and existing T.O.D. Readiness tool that they have. That's one of the big outcomes of this project. And identifying additional strategies and policies to coordinate with the city as they develop -- as we develop our equitable transit oriented development policy plan that was directed to us by city council. So, again, a policy toolkit will be one of the outcomes at that comes from this grant that will help inform the work that we're doing on the E.T.O.D. Policy. We'll have, of course, context and strategies that is really important as we work with the community. That was talked about a lot yesterday at the council meeting as well, the importance of

[12:04:29 PM]

related -- all being unique and content sensitive strategies along the stations. Of course, ending up with, you know, as much as we can identify with regards to station area plan. Before I go to the next slide, I want to say also that the city of our continue housing and planning department did identify funding for the otod policy -- etod policy plan as well as to fund other priority planning initiatives, such as the northeast district plan. And we'll likely use consultants for the plan to assist us with the 14-month time frame that we were given. Moving on, I'm going to do a quick overview of the joint ownership agreement and then we'll take questions. Next slide, please. You can advance one more. Again, reminding the public and

[12:05:31 PM]

everyone that the Austin transit partnership and the implementation of project connect is a joint venture between three parties, the city of Austin capital metro and the new local government corporation, the Austin transit partnership. Next slide. All three agencies have very specific roles and responsibilities with the delivery of the program. For example, the city of austin,3 most all of the construction is going to be in our right-of-way and so we will be responsible for coordination of all the utility relocations, the permitting, et cetera. Whereas, Austin transit partnership will be responsible for procurement and the actual construction of the projects. That's very high level separation of roles and responsibilities and then cap metro is doing what we call the rubber tire as Dave as coined. Most of the rubber tire planning and then we'll share some of that implementation with Austin transit partnership.

[12:06:31 PM]

So the jpa or joint powers agreement which now we're calling joint partnership agreement is going to flesh out those roles and responsibilities from verbal to paper. Next page. So for the public, these are the rollup categories that will be seen in the joint partnership agreement. It's a very technical document that ranges from community engagements, specifics on public engagement plans to specifics on design permitting, utilities and construction, which is a very large part of it workforce. How we're going to do local hire and apprentice programs, for example. That will be very important as well as worker safety. Finance budget and procurement, lots in those sections, real estate, are processes that we'll be using to acquire or sell

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property. Property acquisition processes. Dave mentioned the required ramp, the real estate acquisition management plan that's being developed. So that real estate section will speak to that. Also sustainability, our process developed sustainability criteria for the program. As well as other environmental programs. We know that's important to all programs that are being done across the country. But our environment in Austin is something we really value, so this is a very important part of the jpa. Safety, of course, and then operations and maintenance. Next slide is the schedule. And so, we are about to finish a first staff draft. We have a pencils down date of August 31st for us to have our kind of first holistic view of high-level direction in all of

[12:08:35 PM]

those categories. And then in September, we'll be doing one-on-ones with council, Lee an conte in the project office, she'll be contacting all the council offices and the mayor's office to schedule one-on-ones to go through the draft in September. We'll also be having public engagement start in September where we'll make the draft available to the public. We're planning to have office hours around the jpa, topic specific. So folks can hone in on specific topics that they might be interested in. We'll have other ways to solicit feedback on the joint partnership agreement. Leading all the way through October for the work session on the 4th. And then the joint meeting between the two boards and the city council on the 29th where we hope to have approval of the document. I like to say over and over again and overcommunicate that

[12:09:36 PM]

the document will be amended. You know, this is our first -- our first attempt at capturing what we know now and where we need to be clear on who is doing what and how. And then as we know more, we will obviously most likely have to come back for some amendments. I think that's all I have. Oh, yeah. I wanted to just announce for the public, upcoming engagement opportunities on the blue and Orange line. Next slide. Right now, we've finished up our community meetings. Part of an all virtual, as Dave said, we planned to have one in-person but we couldn't do that because of our stage 5 covid level. We have now self-guided meetings that can be accessed from project connect.com. And then in the fall, we'll be doing engagement, next slide, on metro rapid for the gold line and the domain south on our

[12:10:41 PM]

routes as well as metro rapid station design. We'll be doing engagement on a new pickup zone for the south Austin service zone and then as well as metro rail neighborhood outreach for the metro rail stations. That concludes our presentation. Next slide is a view of the blue line at the airport. We like to show the vision for the future as much as we can. Dave and I are available to answer any questions. Thank you very much for allowing us to -- to give you that status update.

>> Chair: Thank you very much for that presentation and these have been posted with the agenda. So we very much appreciate those being accessible prior to the meeting. Mayor pro tem and then councilmember kitchen.

>> Harper-madison: Thank you very much. I hear better with these silly things in. But do y'all hear me okay?

>> Yes.

>> Harper-madison: My question specifically is about the

[12:11:41 PM]

catalyst stations. I'm hoping that you can be very speaker. Which ones are catalyst stations specifically?

>> I apologize, but I cannot at this point -- this is being led by capital metro, this process and coordination with the city. And we had a kickoff meeting on August 13th. I'm going to find out more about those. I can certainly follow-up with your office off that kickoff meeting and get you that informs.

>> Harper-madison: That would be great. Good to see you, by the way.

>> Thank you. You too.

>> Chair: Councilmember kitchen.

>> Kitchen: Yes. This is a very exciting project. Every time I see the progress being made, it's just even more exciting. Thank you. This answered a lot of the questions that I might have with what you

presented. So appreciate that. So I just have one or two real quick ones, chair. The first one then -- so what is

[12:12:43 PM]

the timeline? This may be a question for Dave couch. I'm not sure. But on the oak hill, Menchaca, the domain down to Menchaca to oak hill, that line, I know that you guys are in the process of preparing what you need to submit to the fta, do you have a date by which you will have that -- that you were planning on submitting that?

>> I know that that was basically in draft form. I have not seen it yet. I'm supposed to see it before today is over. So I have an expectation that that's something that can be in the next couple weeks.

>> Kitchen: I'd like to make a request. The chair may want to join me on that. I would like to go over it with you before you submit it. And the reason for that is, it was very helpful for me to see

[12:13:44 PM]

what -- after the fact, how pleasant valley was scored. But I would like to see before the fact, before you submit it, what kinds of things are being submitted for this particular line. I invite the chair to join me if she would like. Can we do that, Dave?

>> Yes. Councilmember. I will go ahead and char Mel a is the one leading that effort. I know her plans are to go ahead and go ahead and sit down with you and go through it. I can very easily add the chair to that conversation.

>> Kitchen: Okay. We'll just want to go through it before you guys actually submit. So that would be great.

>> I'll see what it says this afternoon.

>> Kitchen: Great.

>> Chair: I'm happy to join you on that. I know you had another question.

>> Kitchen: Excellent. Good. Just one other question. First off, thank you very much aniq for what you said about the timeline. That will help all of us to

[12:14:46 PM]

understand how the anti-displacement timeline for those tasks align with the -- what's occurring for these. I look forward to that. The etod planning, just a quick budget question. If you're not sure, we can take it off line. I saw in the budget something that said \$1.1 million for etod planning. Is that what you were referring to?

>> Yes. It was. It's I think a one-time request from the housing and planning department. I got this information from Stevie Greg house. Knowing this would come up. It is right now programmed to four long-range planning and other planning initiatives such as the northeast district. Not totally inclusive of those two things.

>> Kitchen: Okay. Thank you. That's all I have at the moment. Thank you.

>> Chair: I appreciate that.

[12:15:46 PM]

I also have a question about planning in general. I noticed that the jpa doesn't necessarily have a category for that. I think that could be helpful for all the entities to have it spelled out very clearly before we finalize the jpa to know which entity is going to be responsible for it or what types of considerations there are, like funding, you know, if we get a grant to do some work or if you get a grant to do some work. How do we figure out who is responsible for that? We know there's going to be a lot of passing the ball back and forth, if you will. You'll be doing etod planning and there's likely a component that the city will step up and handle the parts that we have control over. So I think it would be helpful to have that delineated early in the process. So that we're not trying to wiggle the JP around and amend it too much once it gets to October.

>> That's a really good idea, chair. I really like that idea.

[12:16:46 PM]

We have been talking about should we be incorporating roles and responsibilities related to etod. But planning as a whole as well, but definitely the etod, thank you for reiterating that. There's a lot to keep track of. We'll go ahead and go back to the team this afternoon and make sure that's on our list.

>> Chair: Really appreciate your work on it. There is a lot going on. Councilmember kitchen, did you have another question? Go ahead.

>> Kitchen: Just quickly. Thank you, chair. That's excellent suggestion. I agree with that. That reminded me of a point I wanted to make. I've seen the categories, it's very helpful for the jpa. The finance category also includes and I think it may be inherent in what you were saying, but it also includes the -- all the components of the financial arrangements between the parties. So that was spelled out in the

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il -- not the Ila, the contract with the voters and various Ias that those financial arrangements would be part of the jba. So I -- jpa. I wanted to make sure that category, the way that finance is defined includes that.

>> Thank you for the clarification.

>> Chair: That's great. Do we have any more questions for this presentation? Councilmember alter?

>> Alter: I just wanted to commend folks on the great start and looking forward to diving into the jpa materials and congratulations on that next step. I did want to just confirm, I believe, because we made that step now, if there is funding that comes through, this infrastructure bill, that we would still be in the running for that. That our timing is not off such that we would fail to get that. Could you help me understand

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that a little bit?

>> Now that we're in that step, what it allows us to do is accumulate what it is that are the local expenditures so that it can count as the local match to the federal share in the future. We will not be at a position short-term. We're probably about three years away from being able to do anything that applies and gets us to the full funding grant agreement. I know the horizon for that action is rather long. It's important right now, that's why I mentioned it earlier, that we're going to go ahead and get the project listed in the annual report from fta. So it gives us that visibility now that we're in the project development phase. That is the annual report developed by fta that goes to congress. It will give us that visibility. It will give us the description of what's there. But right now, as we go ahead and move forward, yes, we will

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be eligible for funding. But we're about three years oof off of getting something from the federal.

>> Alter: So do we -- I don't know the -- they haven't passed the bill yet. So I don't think anybody knows how it's going to structure. Be structured. Is there a concern that we will miss the vote on that or --

>> No, I don't believe there is. As you know, it's a competitive program. And it takes -- it basically is setting up the available funding. It's subject to appropriation on an annual basis. But it will -- we're looking right now to see who else is at the same stage of the program as we are. So we can kind of make that kind of a judgment, exactly what you're talking about.

>> Okay.

>> Chair: If you can keep us apprised of that as things develop, we'd appreciate it.

>> Will do. Okay.

>> Chair: That's great. All right. If there's no other questions, we'll move to the next

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presentation. It's going to be on street impact fee implementation. Welcome.

>> Thank you. I think we've got another speaker as well.

>> Chair: Yes, I see him.

>> Hello everyone. Good afternoon, chair, vice chair, mayor pro tem and councilmembers. I'm -- I'm the acting director of Austin transportation department. Thank you for the opportunity for us to update you on the street impact program. As most of you the street impact ordinance was approved back in December of last year. That is 2020. And it is going to come in effect next year around June 2022. In the meantime, we have gotten

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several directions during the adoption of the street impact fee ordinance. And we are working through the reactions and some of the processes. I have here Nathan, our lead development engineer. He's going to walk us through some of the processes we have completed. The processes that are underway and some of the next steps. Nathan?

>> Great. Hello councilmembers. We can go to the next slide, please. So as was said, I'm Nate Auburnert. I did development review, tias. I'll talk about the overlap today but wanted to give you a little bit of background. As you may have noticed, when annick was speaking earlier, Lee on con tea moved on to different duties. I'll take over managing the street impact fee implementation side of things for transportation department. Next slide, please. So again, we want to go over a

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couple of things today with y'all. Just give you some updates. Obviously, the implementation is a little bit different than developing the policy on the front end. Want to give you y'all some idea of how those are different and some of the unique things that we're dealing with right now. Next slide, please. So just to hopefully refresh everyone's memory on some of the timeline of implementation for this sif. The

ordinances were adopted in December of this last year. At that time we were requested to report back to council in June of 2021 here. So y'all should have gotten a memo from our director rob spiller regarding an update kind of where we are with implementation of the S.I.F. That was in June of this year. The next major milestone will be

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June of next year. Will begin 18 months from the effective date of the ordinance. So that will begin collecting fees for building permits that come in so that's kind of the next big milestone at that we're going to hit. Again, those are for any developments that didn't have previously approved T.I.A.S, those would be ones that fall into that category of having a S.I.F. Collected in 2022 here. So then following that in December of next year, so a little over a year, year and a half here, is our deadline for having an online reporting tool. That's something that we've already begun working on, making sure that we have a public facing tool both for what fees have been collected once they start being collected. Again, what -- where those dollars are going, what projects

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those are going towards, what they're funding. For those projects, what stage, you know of the process those are in. Whether it's design or as they begin to come online and be constructed. That will all be readily available for anyone to see. The final sort of deadline that we've got laid out here is December 2023. Again, just to, you know, rehighlight some of those things. That's when the grace period ends for even projects that had previously approved tias. So December 2023 is kind of the deadline for even those projects that had T.I. Memos that predated the ordinance. After that, all the impact fees will be collected. Next slide, please. Next slide. So just to give you some update on what we've been doing, where we've been placing some of our efforts and things like that,

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we've had the opportunity to have a number of different stakeholder meetings this year and then we have plans for a couple more as things progress here, but in January, we were able to go back to the impact fee advisory committee and update them on our progress. To, you know, get some input and sort of give them an idea of how far we've come. Then in March, late March there, we were -- we did the same with the real estate council of Austin. In April, American institute of architects, the Austin chapter. Then in may of this year, we had the opportunity to present to the development community. It was a much more public-facing event. We're able to have an info session and give them sort of a high-level overview of the changes that they could expect

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with street impact fees coming online next year. And we're able to have Q and a sessions with that. The one in June as well. That was good. We were able to get a lot of, I believe, very positive -- reinforcement on some of the things we're doing and then maybe some good ways to move forward as we implement these things. But in June, right at the end of June, we were able to have actually a much more technical session to go over some of the specifics with the engineering community as well as developers and their lawyers and things like that. Just to go over some of the more specific items. We've included our S.I.F. Estimated work sheet there. That was a big push we made as well. Just to let folks see how they'd be able to estimate what their S.I.F. Would be for their specific project. That was a big milestone for us personally. In the future, we'll be having -- giving opportunities

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for folks to, again, sort of get more information, both via the website, our S.I.F. Web page and our atd department web page. We'll be having, you know, faqs and we'll be having basically items that have become consistent questions from the development community and hopefully address them there. And then again, we'll have also how tias sort of play into collection of street impact fees. There is quite a bit of overlap there as well. Trying to stay out ahead of the changes and then be very transparent and forthcoming with the development community to make sure that they understand what those changes will likely look like. And then we've, again, made ourselves available as needed to various developers and groups that sort of have more specific questions and want more input. Next slide, please.

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So then some of our technical progress, we've broken up our implementation team. It requires a lot of coordination both across departments and within atd itself. So we've broken up into different teams to make sure, again, that we're consistent in both our transparency and, you know, the rollout of the ordinances themselves. The transition to S.I.F. Is going to be a major one. So we -- the goal is to make sure that we're all sort of have the same understanding of it and relaying that to the public. Also, just credits to the S.I.F. And those require a lot of coordination as well. Both internally and with other on going discussions with the development community and their

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representatives things like how does grandfathering work for projects that are in some phase of development already and then larger multiphase developments things like the domain are still being developed today. So, those have been going on for years and years that is not the only one in town. Sort of helping folks answer that question of how we're going to deal with those with respect to impact fees. Then again just basically general questions and educating the public of what went into the ordinances and how those will be applied. That's been a well received exercise we have been consistent with. Again I referenced it earlier, we developed a site estimator worksheet designed to be a public facing document that a developer their engineers would be use to budget what their impact fee they could expect to be collected would be again

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it's based on their uses their land uses and intensities the idea is for atd is be consistent with the collection of those fees and make it something that a developer could understand and be able to budget for. Next slide please. So, some of our city staff work groups that we have on board for this, obviously, finance, atd finance is a big part of that. You know futures and bolts of collecting money and keeping track of it things like that was a huge part of the ordinance. Our it group is also a big part understanding the cross over with the city's development software Manda and some of the back end changes that need to take place between transportation and development services that is a big group as well. Then as a referenced some of the technical aspects of you

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know developing specific project guyed lines for the public and for the development community and again, that is the same group that developed that estimated worksheet in addition to that, we have a group that is charged with planning and the project implementation so how to actually spend those dollars once they start coming in. That will be that's a little bit further out. That's a huge portion of impact fees and their successful implementation then public information being able to relay information to either citizens or developers or engineers people interest inside having that. Next slide please. So, again just to run a quick overview those fees will begin being collected in June of 2022. Not as far away as it was a couple months ago, but within the next year here,

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they will start collecting those. And yeah. So those projects that we identify sort of in the planning process it's always good to highlight it will take a little bit of time for fees to come in to be able to fully fund those projects so that is always something we like relaying it's good to keep in mind then again project implementation staff will work with multiple disciplines these projects we do construct with site

dollars are direction safety equitability other sources of funding that may be available and the asmp alignment making sure that they play with that document well. Next slide please. So, some of our next steps it's obviously, a huge undertaking some of the things we are doing in the near term are to be developing a

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public facing portal which I spoke to earlier about being able to see where those funds are being collected. As well as the projects those will be spent on as they sort of come online. It and back end updates Amanda that is one for city staff to kind of work through and make sure we can you know obviously, begin tracking fees as they come in and begin just getting through the development process this is a new piece of that puzzle so work on the back end as well. Then in addition to that, we will be updating our tia guidelines for direction of assessments and offsets those will work hand in hand you know the tia process will change quite a bit once the sif assessments go into place because folks will be able to understand what they will owe on the front end which is not currently always been the case then again updating

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websites then ongoing work groups you know different technical expertise be able to ensure a smooth role out in 2022 as well as releasing that sif estimated worksheet. We are right there as of today, we have what I believe is the final version ready to be released, we hope to have that out here in the next couple of days to be a public facing document next slide please. So, yeah want today provide a little bit of information if you all need to be able to direct your constituents or you personally have any questions Austin texas.gov the street impact fee will be a good first stop for high overview if somebody is coming to what a street impact fee is coming in cold that is a really good stop to direct them to get information. And obviously, we

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are always available to discuss any more specific questions anybody might have.

>> Thank you. I really appreciate that. I have a quick question before going to council member alter there is tia and non-tia mitigation fees how does that relate to street impact fees or a specific spot in the budget where these are spell out so people can look at it there.

>> Yeah. That's a good question. Tia there is administrative side of the fees which is for something we collect as part of staff time to review a tia that is obviously, one fee that is completely separate from

mitigation fee we would collect now which is you know after a tia process, we highlight what a development's impact on the road way network would be and

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collect a mitigation fee. So, sif funding will offset or will replace mitigation funds that we currently collect but the I believe that's probably what you were looking at was the staff time the those administrative fees to actually review tia's and non-ti.

>> Okay. Is there a section of our fees that spells out the street impact fees or sit wrapped in with some of other fee somewhere else?

>> So chair if I could explain a little bit more. So, we have two type of fees for tia's or transportation debuts one is the cost of services that is the operating budget that goes into the operating budget and there are other fees like mitigations when a particular development develops a site there could be some impact on

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the transportation network and if the applicant cannot consequence instruct mitigations, they can pay us a fee so that we can do the construction of mitigations so that is called either tia mitigation fee or non-tia mitigation fee. These tia fees or non-t I a mitigation fees are going to be replaced by the new street impact fee.

>> They will be replaced in a few months when it comes online when you started your presentation.

>> Yeah starting in June of 2022.

>> That is helpful. Thank you. Councilmember alter you had your hand up.

>> I do. I want today find out more about the timeline, we are not adopting the street impact fees in this budget this doesn't include when the council adopting, we have adopted them or they are already in effect?

[12:39:17 PM]

>> Go ahead Nate.

>> So the ordinance effective date was that December this last December of 2020. So, in that ordinance it gives a grandfathering period of 18 moss to begin collecting street impact fees for basically any development coming in. It allows them to pull their building permits for the next 18 moss after the

effective date of that ordinance. That is how you get to the June 21st, 2022, timeline. So, after that, that initial grandfathering period for non-tia cases will be up and the first of the impact fees will be collected at that point.

>> Okay. But just help me understand better you know if I had my project--I don't know. Which stage it has to be in to get the fees if it's in January

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of 2021 I don't pay the straoe impact fees I pay our old set up or do I have to pay the fees, that is not in place by June of 2022.

>> Yeah. There is the anything prior to June of 2022 will not be assessed impact fee.

>> Okay. That is in what stage at that point?

>> That is building permit.

>> Okay.

>> Adds long as they pulled their building permit prior to June of 2022.

>> Chair: Okay they pulled their building permit prior to 2022 because of the 18 month grandfathering and they don't pay impact fees.

>> Correct.

>> Chair: Even if they have their project started and whatever if they're not pulling their building permit before that date, then when they go in, they have to pay the fees.

>> Correct. If they are after that yes.

>> Chair: Okay. How are you handling the one that are multiphases like the domain etcetera?

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>> So those are--it's a difficult process I will try to be as transparent as possible with that. It's not something I would say we've completely ironed out yet. It is somewhat of a can of worms trying to do that. The idea that basically new site plans that are developed under those older zoning cases like the domain would still get the same treatment of any other development that comes in for the building permit after June of next year.

>> Okay. But we have lots of projects that might have site plans with building permits yet. Not just the big domain project which is already getting subsidized. [Multiple speakers] Getting special treatment.

>> If I could add a bit more clarity into it. If there are projects that had already

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funded certain improvements or paid a particular fee. If they have not pulled the building department until June of 2022. What we plan to do is the portion of the fees they have paid were going to give them credit for that towards the student impact fee they are going to pay.

>> Chair: That makes sense if they have done it's not for a different section but it doesn't make sense to me for them to come in and not have to pay they were a longer term probability especially ones being subsidized effectively by 388 etcetera.

>> Right. How much they paid already and how much they have to pay in addition to their payment based on the fee structure.

>> Chair: They will still have to account for the new fee

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structure even if you count investments you have made in advance of the next phase.

>> Correct based on the calculations yes councilmember.

>> Chair: This process has taken a long time it's a critical mechanism we have in the future [audio cutting out] Mobility needs and I know we do need to varun way you want to make sure our run way isn't getting extended or the exceptions are not getting so great that we're losing some of the benefit of the process.

>> Council member Kelly?

>> Thank you that is definitely informative briefing I appreciate the information there. I'm curious if the cost of tia's would be considered towards a reduction of the street impact fee total and if tia's will be required for project that's were previously exempt from that process?

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>> So maybe you can help clarify a little bit councilmember when you say the cost for tia do you mean the cost that a developer would pay to conduct a tia or the mitigations that come--

>> Yes. Sorry. Thank you for asking for that clarity there.

>> Yeah. We don't currently and we don't have plans in the future to count the cost of a tia that a developer takes on against their fees, that is not something we do today either. The outcomes are what give us the mitigations and potentially the fees they would pay.

>> Okay thank you for clarifying that I'm still new to this whole process it's hard to grasp everything but I appreciate the clarity you provided.

>> Councilmember if I could add a bit more clarity into it because when a particular applicant conducts a tia they hire a private consultant to do

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the tia and we have no control over how much the fee is going to be. So, that's why we cannot account for that tia fee the applicant has to pay to their consultants. Council member kitchen.

>> >> Council member kitchen: Thank you I quick follow up to see if I heard something you had said. You mentioned the tia if I heard you right, the tia process may be [audio cutting out] If I heard that correctly. If I did, my question really is about the land development code. If the language in the land development code related to tia's needs to be adjusted or perhaps we already did when we adopted the impact fees?

>> Yeah. That is kind of--there's a couple of

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different sides of that but the tia itself. The technical side of reviewing a case that is coming in to be developed that won't change. The you know identifying how many trips they're generating and where those vehicles and cases are going that will remain fairly similar the part I was referencing that will change is currently on the back end of a tia the mitigation highlighted and paid towards that development is specifically identified in that tia it's based on the impacts of the development in the transportation network. And so in some cases it's a variable amount based on their impact so what the street impact fee is going to do is it's going to,

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um...I would say make it a lot more consistent based on what they are actually developing it doesn't necessarily you could have different mitigations depending on where you are in the city if you are you know on the out skirts of the city versus downtown. Those things all work into the amount of mitigation you would currently pay. In the future those will be much more consistently calculated I would say based on these formulas, we have come up with with the street impact fees.

>> Is there a phase in the process for tia's that requires any additional changes in the land development code? The land development code I don't remember all the terms but speaks to timing for tia's and other things like that. Is there any expectation there are future changes that need to be made to the land development code at the point this becomes

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operational?

>> Yeah councilmember if I could add a bit more clarification into it. The tia when it identifies mitigations if the applicants are constructing those mitigations they are going to get a credit or offset towards the street impact fee. More often than not most improvements to the sites of a particular development. What we're trying to do as part of our transportation manual updating process is that we're trying to focus on the study area in addition to a particular development site. So, we are proposing to have 2tr of tia's the developments that are smaller in size they will have to do a smallest skill tia focusing on improvements at a particular site. If they are going to be

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bigger development or regional development for those that is going to be a full scale tia we're making this proposal as part of our TCM updating process.

>> Council member kitchen: Okay. Does that go in the manual or the code?

>> It goes into the manual because the requirement of the tia is not changing but we are scaling back a little bit on the smaller side so applications can focus on improvements that are critical for their site eventually they have to pay the impact fee any way regardless of their improvements.

>> Council member kitchen: Okay. What is the timing for those updates to the manual.

>> The transportation manual is in the final stage of the environmental review, we have gotten signed with all the departments it is now in the law department for final sign, uh...then we publish it for public comment period which is 30 days.

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>> Council member kitchen: Okay I'm not recalling I apologize the manual does not come back to the council, right?

>> It does not councilmember.

>> Council member kitchen: All right thank you for that clarification.

>> Absolutely councilmember.

>> I appreciate that. Thank you for your work and tolyian I remember when we go through this can council member kitchen with this committee I would have to clear my desk and focus every time I walk away from I meeting I understand this I get this it makes sense I appreciate you spending so much time and effort, we can be apprised of how this is going to work and what the expectations are. If there are no other questions, we have one more presentation and only a couple of minutes to get through it. Thank you guys.

>> Thank you chair and everyone.

>> You are fine. All right our next item is going to be att's place making program.

>> Thank chair. Co-chair, hello mayor pro tem, councilmembers

[12:51:31 PM]

hello how are you today? Jason jonmichael assistant director with Austin transportation department I in the essence of time, I have other slides in here around place making. I know the agenda item was specific to the rainbow crosswalk so instead of belaboring through a revisionist history of atd's place making program will go to that so chair you can manage the rest of the meeting if that is okay. There is a lot here. Can I ask that the av specialist please bring up I believe it's slide seven. Maybe it's not slide seven there we go. We will start there. Thank you. So, as part of the agenda item we can go into more Q and a if we need to the rest of the place making program but atd is actively pursuing insolation at

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4th and Colorado with relation to a rainbow crosswalk that utilizes Progressive pride flag colors. The continental bars will be removed starting 8-9 so next Monday. And traffic will still be permitted to travel through the intersection during that removal. Will be a rolling hart lane closure. Creative crosswalk will be installed on 813 with the full intersection closed from 3:00 A.M. To 5:00 pm in order to have that time out there to safely do that. The meters will be bagged Thursday afternoon on 8-12. Some time after the noon hour. The standard continental striping will be retained but the length of the bar--that is the white pieces by the way. The Len length of the colored bars are going to be extended to 15 feet this is going to allow for really good visual

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acuity of the rainbow crosswalk and we believe it will provide a little bit more color acknowledgment when we look at it when it was thinner the colors really started to blend together, we want to make sure we're acknowledging all the different colors that make up the Progressive pride flag for our community. The major of course, went out and used our smart mobility community engagement process met with the stakeholders as well as the community at large a couple of those are the Austin gay and lesbian pride foundation. This is a long time coming. I want to recognize council's vision as far back as 2014 with the original council resolution and excited that the Austin transportation department placemaking program is nested November of the smart mobility officers a lot of intersectionality that happens

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with smart mobility office transportation and how we can have meaningful ways to engage with our community. It is also a fiscal representation that Austin is a place for everyone this is a pilot, we are looking to create a cultural calendar that we're working with the equity office and a lot of other community stakeholders and community at large preparing essentially an annual calendar for cultural significance of which sidewalk artboxes rainbow crosswalks other kinds of creative crosswalks and arts in public places obviously, with an intersection with agenda item 2 living streets program would be an interesting thing to collaborate on with in the future with the time left I'm going stop there if that is okay. If there are questions, we can get those in the last few minutes.

>> That is very exciting I'm glad you are bringing more

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rainbows to 4 tooth. Street I was down there in 2016 when marriage equality became law that is exciting there is a ton of folks that want to go see it. Are you going to do like a ribbon cutting?

>> Be on the look out for that. Mobility committee and the other council colleagues will be looking to try to put that together. Right in advance of the parade, we will likely be out there again. We are with the pandemic, there is issues with manufacturing and resources everywhere. So, thermo plasticity which say technique that we use to seal the paint ensure tires roll over it doesn't leave a black mark. We don't have enough of that right now. It's on order. So, we will be back out there you will see us back out there after the parade some time in the future to look at freshening it up and making

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sure it can with stand the normal environmental conditions that makes it interesting as far as our paint markings go for streetscapes in Austin. The sun does a number of damage to our colors.

>> I know it's a science and art to get it to work right council member kitchen did your hand go up?

>> Council member kitchen: I was just going to say I think I heard you have place making under you now. Is that right?

>> Yes councilmember for atd.

>> Council member kitchen: Yeah. That's what I mean for atd.

>> Yes.

>> Council member kitchen: Not the whole world for atd.

>> Would love to be the whole world but.

>> Council member kitchen: We will be following up with you. We have other projects in the works down the line I'm very excited about this one. Thank you for the update.

>> Thank you.

>> I agree.

>> Appreciate it.

>> Exciting and he did back up more of the presentation you

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can see some of the other work he and his office is doing if we have time to put that into another meeting you already got the presentation prepared. Council member Kelly?

>> >> Council member Kelly: Thank you I know a lot of people in the community are excited about this project as am I I have had discussions with individuals who are really happy it's moving forward I would ask I also get an invite to the grand opening ribbon cutting thing I think it will be great.

>> Absolutely.

>> Any more questions before we move onto future items? Thank you. Appreciate that. It's going to be very exciting with that, if we have any other future items just know that I do have a list of topics that I know we all are kind of curious about so if there is anything new we want to add or requests let's go ahead and daylight those. We have a number of things we would love to cover

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in future meetings council member Kelly?

>> Council member Kelly: I would like to see a copy of that list to share it with me. To make sure everything is covered the first thing we talked about is the personal delivery robots I'm sure that is on your list. It was noted to me there was a barking app error with the bark atx app I would like a briefing on how the city staff is working to correct that.

>> Chair: Fantastic, we will definitely add those to the list. Other topics we have. We do have your delivery robots. We have topics covering tell working, movability 2020 mobility bond implementation atx waoeubg bike roll and atxp coming back to us. That is not an exhaustive topic of all the things we may want to cover reach out if you have other

[12:59:48 PM]

things you want to add to the list. All right. If there is nothing else then we will adjourn. It is 12:59. Again, thank you for being flexible with your schedules I know staff had to be flexible and presenters as well. Really appreciate everyone helping us work through this. Always good day to talk about mobility.