

Capital Metropolitan Transportation Authority
Customer Satisfaction Advisory Committee (CSAC) Meeting Minutes
Wednesday, October 13th, 2021
Virtual Presentation
6:00 PM – 8:25 PM

Attendees

Committee Members: Betsy Greenberg, Ruven Brooks, David Foster, Ephraim Taylor, Lu Fangda, David Shapiro

Capital Metro Staff: Edna Parra, Sam Sargent, Tangee Mobley

Welcome / Introductions / Call to Order

6:15 PM

Official Access Committee Begins: Welcome / Introductions / Call to Order

Chair Chris Prentice

Public Communications

Joint Powers Agreement

Sam Sargent - *Austin Transit Partnership Program Strategy Director*

Project Connect Update:

Timeline of Project Connect:

- 2018 – 2020 – Launch of Community Engagement and planning for Project Connect.
- June 2020 – System Plan & Locally Preferred LPAs adopted and supported.
- July & Aug 2020 – Initial Investment and finance & governance model approved; election ordered.
- November 2020 – Project Connect approved by voters
- December 2020 – ATP Articles of Incorporation filed; organization created.
- 2021 – It's Go Time! First ATP Board Meeting / Agreements between parties & more

What is Austin Transit Partnership?

- An independent local government corporation, parented by CapMetro and City of Austin, with the sole purpose of holding onto the money for Project Connect and issue contracts to complete Project Connect.

What is each Partner responsible for?

- Austin Transit Partnership
 - Orange Line, Blue Line, Downtown Tunnel, Green Line (Phase 1), Facilities.
- CapMetro
 - MetroRapid, MetroExpress, Neighborhood Circulators (Pickup) Customer Tech, Red Line (Phase 1)
- City of Austin
 - Transit Supportive Anti-Displacement Investments, Utilities Relocations, Permitting, Right of Way, etc.

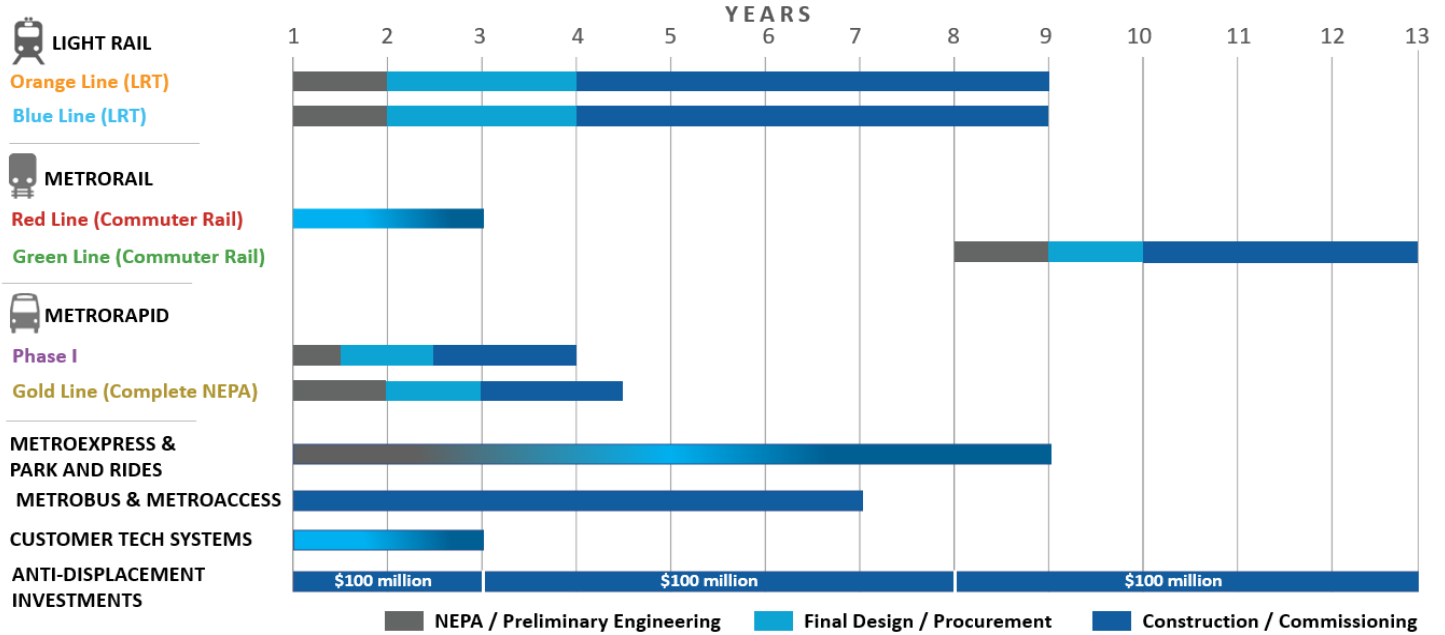
Joint Powers Agreement

Sam Sargent - *Austin Transit Partnership Program Strategy Director*

Project Connect Update: CONTINUED

Sam Sargent:

- A way to conceptualize what the partners are responsible for, is that ATP is responsible for everything that's brand new. CapMetro continues to focus on investments on what CapMetro already does well today. And the City of Austin critical role here is to help with the administration of \$300 Million of the total program for Anti-Displacement Investments, Permitting and re-configuring the streets for Right of Way for the new assets on the streets.



Timeline of Events:

Light Rail

- Orange Line**
- 1-2 Years: Preliminary Engineering
 - 2-4 Years: Final Design / Procurement
 - 4-9 Years: Construction / Commissioning

- Blue Line**
- 1-2 Years: Preliminary Engineering
 - 2-4 Years: Final Design / Procurement
 - 4-9 Years: Construction / Commissioning

MetroRail

- Red Line (Commuter Rail)**
- 1-3 Years: Final Design / Construction & Commissioning

- Green Line (Commuter Rail)**
- 8-9 Years: Preliminary Engineering
 - 9-10 Years: Final Design
 - 10-13 Years: Construction / Commissioning

MetroRapid

- Phase 1**
- 1 – 1^{1/2} Years: Preliminary Engineering
 - 1^{1/2} – 2^{1/2} Years: Final Design
 - 2^{1/2} – 4 Years Construction / Commissioning

- Gold Line (Complete NEPA)**
- 1 – 2 Years: Preliminary Engineering
 - 2– 3 Years: Final Design
 - 3 – 4^{1/2} Years Construction / Commissioning

MetroExpress & Park and Ride - Ongoing Engineering, Procurement and Construction over the next 13 years.

MetroBus & MetroAccess – Construction / Commissioning over the next 7 years.

Customer Tech Systems – Procurement and Commissioning over the next 3 years

Anti-Displacement Investments – Distributed over the next 13 years.

Joint Powers Agreement Timeline

- **Nov 3rd, 2020** – Voter Approval of Project Connect / Initial Investment
- **Spring – Fall 2021** - JPA Drafting by ATP, City of Austin, Capital Metro Staff
- **Oct 4th, 2021** - ATP, Cap Metro, City Council Work Session to Discuss JPA and Other Program Updates
- **Oct 5th, 2021** - Virtual Public Meeting with Invited CAC, TACs, and community
- **Oct 29th, 2021** - ATP, Capital Metro, City Council Meeting to Approve JPA
- **Nov 2021 – 2022** - Approve Other Actions for Project Connect Implementation as Needed

Joint Powers Agreement Actions to Date:

Date	Purpose	Parties
August 2020	Interlocal agreement committing to the creation of the ATP local government corporation.	Capital Metro & City of Austin
December 2020	Joint resolutions creating the ATP, approving and adopting the corporations Articles of Incorporation and Bylaws, and appointing the initial Board (Articles of Incorporation were subsequently filed with the Attorney General’s Office and Bylaws adopted by the ATP Board).	Capital Metro & City of Austin
December 2020	Amendment to the August 2020 Interlocal agreement related to the Project Connect Community Advisory Committee.	Capital Metro & City of Austin
January 2021	Interlocal agreement for Capital Metro to provide certain administrative and corporate support functions to ATP, and for Capital Metro to implement certain projects that are part of the Project Connect program.	Capital Metro & ATP
March 2021	Interlocal agreement to transfer funding from ATP to the City of Austin for the City of Austin’s support in the implementation of the Project Connect transit program.	ATP & City of Austin
March 2021	Interlocal agreement to transfer funding from ATP to the City of Austin for transit-supportive anti-displacement programs, as required by the Contract with Voters.	ATP & City of Austin
July 2021	Interlocal agreement establishing procedures to transfer Proposition A revenue from the City to ATP to implement Project Connect, as required by the Contract with Voters	City of Austin & ATP

Sam Sargent: Joint Powers Agreement does not exist in a vacuum, since August of last year, Capital Metro and the City of Austin have been entering into agreements related to the implementation of Project Connect. JTP is comprised of employees of both CapMetro and CoA.

Documents with JPA Direction

As a commitment to the community and the partners, certain documents required elements or terms to be included in a Joint Powers Agreement between the City of Austin, Capital Metro and Austin Transit Partnership:

- City of Austin Contract with Voters (Aug. 2020)
- Capital Metro Community Commitment Resolution (Aug. 2020)
- Interlocal Agreement between the City of Austin and Capital Metro regarding ATP (Aug. 2020) and Creation of ATP Resolutions (Dec. 2020)

JPA Requirements

City of Austin Contract with Voters	Transfer tax revenue for FY 20-21 from City to ATP and establish a procedure to transfer tax revenue on an annual basis that provides a proportional amount.	Interlocal agreement between the City of Austin and ATP (July 2021).
Capital Metro Community Commitment Resolution	CapMetro to to dedicate the balance of the Capital Expansion Fund and certain revenue as long-term program contribution.	Interlocal agreement between Capital Metro and ATP; and CapMetro’s FY22 Budget Approval, anticipated on September 27, 2021.
	CapMetro to transfer funds received from grant agreements with US DOT to ATP.	CapMetro submitted and was approved to enter into project development for MetroRapid Expo and Pleasant Valley lines, and Orange and Blue Line grant. CapMetro and ATP to develop and execute grant-specific ILAs upon FTA grant approval.
	CapMetro to continue design, construction and implementation and ongoing operation and maintenance of Project Connect in future fiscal years.	CapMetro’s FY 21 and FY 22 budget includes various design and construction contracts to support the program. CapMetro participates in ATP design work to ensure operational readiness. Future ILAs for operations and maintenance will be necessary.

JPA Requirements: CONTINUED

Contract with Voters & Community Commitment Resolution	<p>"A requirement that Austin Transit Partnership participate in the Better Builder Program® or a similar program with worker protections for all construction workers, including City of Austin hiring goals as allowed by federal law and regulations, completion of OSHA 10-hour training, workers' compensation, on-site monitoring independent of construction companies and their affiliates, and in compliance with all applicable state, federal, and local laws."</p>	<p>ATP Board direction is anticipated at 10/20 Board Meeting directing these conditions in ATP construction contracts.</p> <p>CapMetro contracts have livable wage, workers compensation, OSHA training and requirement for on-site monitoring independent of construction companies.</p>
	<p>"A requirement that all contracts awarded by Austin Transit Partnership ensure a living wage as established by the City of Austin or prevailing wage under the Davis-Bacon Act for all workers under the contract, ensure access to healthcare and paid sick leave to the extent possible, and that local workers be afforded a hiring preference where allowed by federal law and regulation."</p>	<p>ATP Board direction is anticipated at 10/20 Board Meeting directing these conditions in construction contracts.</p> <p>CapMetro MetroRapid contract contains livable wage requirement.</p>
	<p>"A requirement that Austin Transit Partnership take steps to address potential impacts to businesses during construction through development and implementation of a business impact mitigation strategy that includes approaches for establishing robust business outreach and communications, supporting business access and operations, and creating effective project scheduling and sequencing that minimizes the length of construction impacts."</p>	<p>Anticipated Board action on 10/20, directing staff to engage the community and businesses and develop a light rail construction mitigation program, to be approved by the ATP Board.</p>
	<p>"A requirement that Austin Transit Partnership develop a comprehensive program that meets the federal Disadvantaged Business Enterprise laws and regulations to ensure that maximum opportunities are available to women, minority, and veteran-owned businesses and small businesses to participate in Project Connect and related projects implemented by Austin Transit Partnership."</p>	<p>The ATP Board adopted a DBE goal during the September 2021 ATP Board meeting.</p> <p>CapMetro Board approved a resolution funding an availability and disparity study to assist CapMetro and ATP on DBE goal development for future procurement.</p> <p>DBE goals may be updated and brought back to ATP Board for approval, based on the study.</p>

JPA Requirements Crosswalk

August 2020 CapMetro / City Interlocal Agreement	<p>ATP to present a management report at an annual joint meeting.</p>	<p>The first annual meeting will be held on October 29, 2021. The ATP Executive Director will work with the partners to schedule and deliver future annual meetings. The ATP Board is in the process of hiring an independent auditor that will report directly to the ATP Board.</p>
	<p>Further delineate roles and responsibilities of Community Advisory Committee.</p>	<p>The Project Connect CAC has formed, held meetings and adopted bylaws, based on City Council and Capital Metro Board direction via Amendment 1 to the ILA related to the CAC.</p>
	<p>The JPA shall include roles and responsibilities included but not limited to the following:</p> <ol style="list-style-type: none"> 1. Establishment of corporate functions, responsibility and costs; 2. Financial policies; 3. Funding allocations and procedures for use of funds for transit-supportive anti-displacement strategies related to the implementation of Project Connect; 4. Term and conditions of appointment of the Capital Metro President & CEO as a succeeding Executive Director of the Joint Local Government Corporation (LGC); 	<ol style="list-style-type: none"> 5. The 7 interlocal agreements executed to date established corporate functions, responsibility and the partners' investment in the Project Connect program. The JPA will reference or restate these agreements as necessary. 6. As independent organizations, ATP, CapMetro and the City shall follow Board- or Council-approved financial policies related to procurements, expenditures, budgeting, etc. of Project Connect components under their responsibility. The JPA will include language relating to the annual review of the integrated financial model for opportunities to potentially accelerate or delay elements of the program. 7. Interlocal agreement between the City of Austin and ATP (March 2021). 8. The CapMetro Board approved extension of new contract w/ CapMetro CEO, which included the job duties and responsibilities of the ATP Executive Director, in December 2020. The CapMetro Board and ATP Board shall define terms & conditions under which the ATP Board will appoint succeeding Executive Directors and evaluate performance.
	<p>The JPA shall include roles and responsibilities included but not limited to the following:</p> <ol style="list-style-type: none"> 5. Utility and right of way agreements; 6. Design review and permitting standards; 7. Development of a Disadvantaged Business Enterprise program consistent with federal laws and regulations; 8. Development of worker safety and wage requirements; and 9. A community engagement process. 	<ol style="list-style-type: none"> 5. Staff are developing a Utilities Rules of Practice (UROP); direction to use the UROP is included in the JPA. Additional partnership agreements related to right of way and real estate may be needed as the program progresses. 6. Concurrent action on Oct. 29 will include direction to staff regarding design review and permitting 7. DBE is covered above. 8. Worker safety and wage requirements are covered above. 9. The JPA includes language with principles and commitments related to community engagement for the program.

October 29th Action Item Summary

Components of our Partnership:

- ATP Board Action:
 - Resolution supporting COA staff direction & Predictability Ordinance
- Capital Metro Board Action:
 - Resolution supporting COA staff direction & Predictability Ordinance
- City of Austin Action:
 - Resolution directing staff regarding permitting and regulations
 - Predictability Ordinance
- Tri-Party Action:
 - Joint Powers Agreement

Looking Ahead

- October 5th – 28th 2021
 - Meetings with Technical Advisory Committees, Project Connect Community Advisory Committee, stakeholders, etc., regarding the partnership agreements.
- October 5th 2021
 - Virtual Public Meeting for the community to learn more about the partnership agreements.
 - Video of meeting will be posted on www.ProjectConnect.com
- October 6th
 - ATP Engineering, Architecture, Construction (EAC) Technical Advisory Committee (TAC) **and** Capital Metro Access Advisory Committee
- October 7th
 - Community Advisory Committee (CAC) **and** ATP Planning, Sustainability, Equity (PSEC) TAC
- October 13th
 - Capital Metro Customer Satisfaction Advisory Committee
- October 29th
 - Project Connect Ambassador Network (PCAN) meeting
 - Tri-party meeting of the City Council, Capital Metro Board and Austin Transit Partnership Board
 - Presentation of the first annual management report
 - Action on the partnership agreement (JPA) and concurrent items

Questions and Comments

- Feedback@CapMetro.org

Betsy Greenberg: I believe in some areas there will be imminent domain. Is that the responsibility of the City of Austin?
Sam Sargent: The CoA and CapMetro both have imminent domain authority and right now, CapMetro would be the one exercising most of those rights. There may be instances where it would make more sense for the CoA to have authority, but for consistency and because this is a transit project, most of imminent domain will be handled by CapMetro.

Blue Line Design Overview

Sam Sargent - *Austin Transit Partnership Program Strategy Director*

The Geometry of Transit

- We are expecting 4 million residents in Austin by 2040. Even with EV's or Autonomous vehicles, there isn't enough space for continual car growth, Mass Transit is the most effective option.
- Currently we are at 15% design.
- 2024 – 2028 Construction
- 2028 – 2029 Opening
- Trams should not be placed on too steep of an incline - Maximum of 06% incline
- Smooth turns are a necessity
- Trams get signal priority
- Goes over how intersections would work
- Stations must be straight and not curved
- Designs include traffic management
- Cars are not impeded from performing U-Turns and other cross street turns.
- Airport Section elevated to span over highways

Project Implementation

- Fall 2020
 - Referendum Passed
- 2021 – 2022
 - Scoping (**We Are Here**)
 - Draft Environmental Impact Statement
 - Final Environmental Impact Statement & Record of Decision
- 2023 – 2024
 - Final design and contracting
- 2024 – 2028
 - Construction begins
 - Service and operations testing
- 2028/2029
 - Light Rail service begins

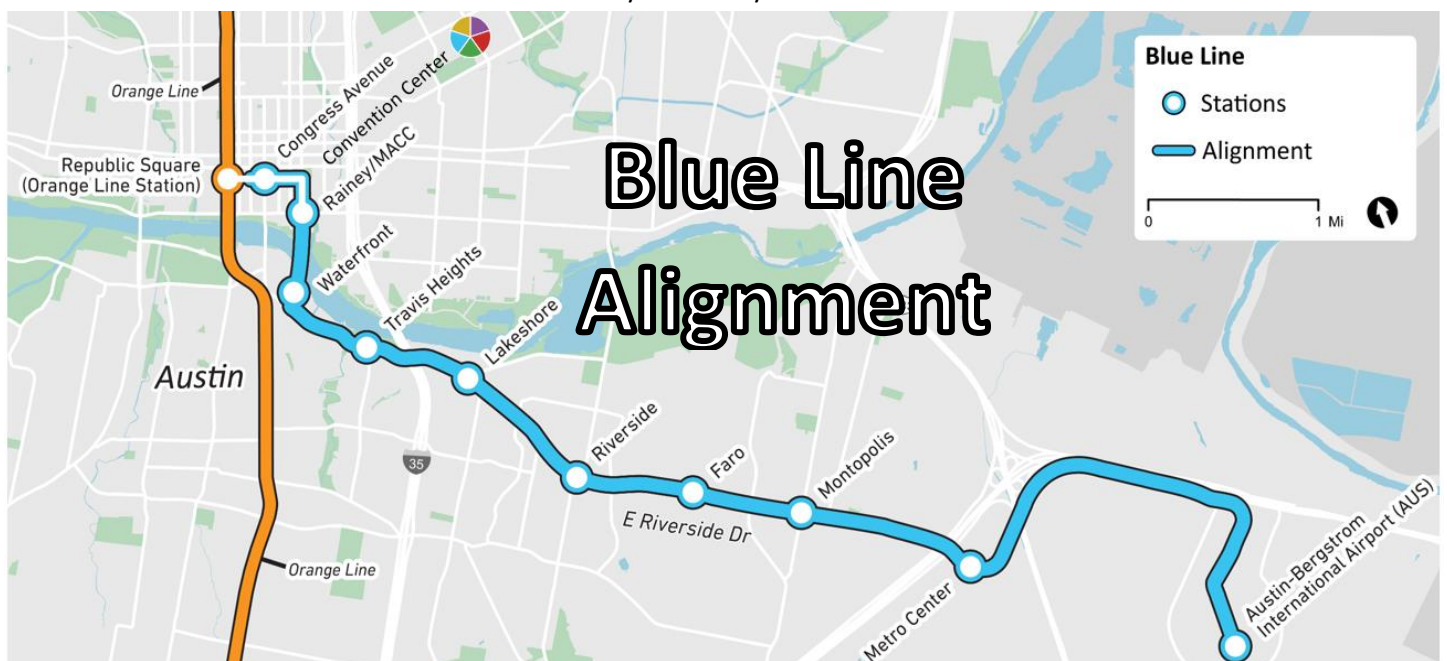
Sam Sargent: Currently we are at 15% design and these next station concepts reflect that 15% number. We are heading into 30% design, but these concepts are subject change as time goes on.

Sam Sargent: There are several requirements when building the station to make sure they are effective, safe, and accessible. The incline of the station must not be greater than 6 degrees. The turning radius of the tracks should be gentle with no sharp bends. We are working with CoA to accommodate intersections that will be the least disruptive as possible. And station distance is under careful consideration to allow customers the ability to walk to stations easily so that there is adequate and reliable connectivity.

Light Rail Transit (Conceptual Image)



Sam Sargent: This is a once in a generation opportunity to rebuild what the streets and corridors will look like and shape the future of land use and how people are getting around in the city. We are committing to accessible streets, that are safer for pedestrians, cyclists, and drivers. We are also under the concept of streetscape. Creating an aesthetic, pleasing street to be on and to look at that adds to the beauty of the city.



AUS Station

- Elevated Transitway
- Connection to future terminal expansion

US 183 Bridge

- Elevated over Hwy. 183
- Center running street level along Riverside Drive
- Bridge construction a possibility to support Light Rail

Metro Center Station (Option 2)

- Evaluating Park and Ride opportunities
 - Would also help airport employees get to and from work
- Center running street level

Montopolis Station

- Center street running
- Center platform station
- Developments in progress

Faro Station

- Center street running
- Center platform station
- Station raised above roadway

Riverside Station

- Evaluating intersection reconfiguration
- Connection to MetroRapid; evaluating transit hub and placemaking potential
- Potential for transit-oriented development
 - Riverside Options Currently Being Designed w/ Community Input
 - Option 1: Blue Line Underpass
 - Landscaped bridge and Pleasant Valley Rd. above transitway
 - MetroRapid stops located north of E Riverside Dr. intersection
 - Through-traffic remains across Pleasant Valley
 - Option 2: At Grade Transit Plaza
 - Blue Line at-grade
 - Blue Line / MetroRapid transit plaza on E Riverside Dr.
 - Pleasant Valley through traffic diverted via elongated roundabout loop

Lakeshore Station

- Center Running, side platform
- Planned development
 - Looking into if we can make this a center platform station. The station itself would take up less space, but would require widening around it, creating a bulb out.

Travis Heights Station

- Center street running
- Station raised above roadway
- Center platform
- Roadway re-alignment
- Connections to Butler hike and Bike Trail and boulevard being evaluated

David Shapiro: This station seems close to the Waterfront Station, and there seems to not be too much foot traffic in this area, so what's the thinking of putting this station here?

Sam Sargent: If you only had the Waterfront and Lakeshore Stations, there would be a massive gap between the two, not making it very accessible to people between the area.

David Shapiro: Have cost benefit analysis been conducted to see if the time stopping at this station is worth the wait and cost associated with having the station here?

Sam Sargent: Though we are at 15% design, station positions are more planted in the design than other aspects. There might be changes in the positions in the future as we continue to get to 30% design. But as of right now, the stations are in their final position.

David Foster: Why is the rail alignment swing so much in the diagram?

Sam Sargent: The road itself will be moved over to keep the rail in the center of the road. Also, the diagram isn't a 1:1 picture of where everything will be. There are still changes being made.

Waterfront Station

- Center street running along East Riverside Drive
- Potential property impacts
- Connections to Butler Hike and Bike Trail and Boardwalk being evaluated
- Side platform
- Station to be coordinated with planned development
- Rail/Bike/Ped signature bridge
- Portal transition into subway and Rainey/MACC Station
- Evaluating neighborhood and trail connections as well as pedestrian access to Rainey/MACC station

Rainey / MACC Station

- Portal to subway
- Pedestrian concourses stations underground

Lu Fangda: The Trinity and 4th street intersection looks sharp, would there be massive interruptions in the surface businesses and residents

Sam Sargent: Depending on the tunneling method we sue, there could be interruptions above ground. We are choosing between Tunnel Boring or Cut and Cover.

Taylor Ephraim: How are the businesses along this line going to be affected?

Sam Sargent: We are working closely with local businesses and property owners and supporting them to make them aware of the changes happening, so they have plans for contingency.

Taylor Ephraim: Will there be connectivity from the bridge to the Hike and Bike trail? I'm just concerned about the pedestrian traffic from the trail also conflicting with the Light Rail Station.

Sam Sargent: We are at a very early stage for the bridge, all we have for certain is its footprint and what we want to put into it. But you are correct. How do we funnel people who aren't using the Rail onto the bridge.

Congress Avenue Station

- Pedestrian concourses connecting stations underground
- Connection to future Gold Line
- Connection to Orange Line

Orange Line Design Overview

Sam Sargent - *Austin Transit Partnership Program Strategy Director*

- The Orange line is the longest line in the system.
- Runs from Slaughter to Tech Ridge
- Currently we are at 15% design.

Orange & Blue Line Key Milestones

- April 2021 – National Environmental Policy Act (NEPA) Notice of Intent
- Summer 2021 – Complete 15% design / Enter FTA Project Development
- Spring 2022 – Draft Environmental Impact Statement (DEIS), Draft 30% Design and Cost Estimates
- Spring – Summer 2022 - Initial FTA Rating / Complete 30% Design and Cost Estimate
- Summer 2022 – End of EIS and 30% Design Comment Phase
- Winter 2022 - Final EIS (FEIS) / FTA NEPA Record of Decision (ROD)

Orange Line Overview:

- 21 miles of alignment with ~2-3 miles of tunnel
- Stations are Fully Accessible; Equity in terms of mobility
- Accessible Design: compliance with ADA regulations, standards and best practices
- Clear, designated accessible routes in Station Areas
- Grade separated platforms served with elevators
- Low Floor Boarding (400 ft of ADA compliant platforms)
- Intermodal connections at Transit Centers
- Community-centered Designs
- Conveniently located neighborhood stations near employment and attractions

Sam Sargent: One of the main goals of this investment is to create a high-quality mobility experience for all, that has always been one of our main goals. How do we create an equitable, sustainable accessible city that creates opportunities for everybody?

Slaughter Station:

- New Park and Ride located off Congress Ave.
- Street level with signaled crossing
- Track and roadway elevated over Boggy Creek

William Cannon Station

- Southbound platform
- Northbound platform
- Track at street level and in the center

Stassney Station

- Shift from middle to side of existing roadway
- New Park and Ride north of Stassney Lane intersection
- Elevated track to avoid Williamson Street
- Transition to center track south of Sheraton

David Shapiro: Why is the Stassney station and as well as stretch of track north and south isn't aligned with the street?

Sam Sargent: Part of it is to create sufficient space for a Park and Ride and also a storage track, so we can more efficiently feed trams into the system.

South Congress Transit Center Station

- Transition to elevated transitway south of St. Elmo Rd.
- Elevated station at South Congress Transit Center
- Transitway stays elevated over SH 71 / Ben White Blvd.

St. Edward's Station

- Tracks return to street level just south of Alpine St.
- Southbound platform
- Northbound platform

Oltorf Station

- Center platform station south of Oltorf St.
- Historical building will not be impacted

SoCo Station – 1 of 2 Options

- Multiple design options under construction which could impact the vertical alignment, station location and location of south portal

Auditorium Shores

- Underground transit way and station throughout viewshed
- Station access point north of 1st street
- Tunnel aligns with Guadalupe

Republic Square Station

- Roadway improvements included
- Underground transitway and station a minimum of three entrances

Government Center / Capitol West Station – 1 of 3 Options

- Underground transitway and station
- Multiple design options under consideration for Government Center / Capitol West Station location

North Portal – 1 of 2 Options

- Multiple design options under consideration which could impact the location of the north portal

UT Mall Station – 1 of 3 Options

- Multiple design options under considerations in Drag area; all options would include some reduction of vehicle travel lanes through the Drag
- All options show UT Mall in the center, in the same general area

Hemphill Park Station – 1 of 3 Options

- Multiple design options under consideration in Drag area continue
- Connection added between Dean Keeton and San Antonio
- Proposed center station
- Reconfiguration of 29th and Guadalupe intersection
- Realignment of 30th Street

David Foster: Would this alignment still be taking out the number of small businesses on this strip?

Sam Sargent: We've contacted the property owners about the alignment, but some of that information gets lost between landlord and tenant. Though we do need to make a better effort on contacting the tenants as well ourselves.

David Foster: If we're extending Dean Keeton for cars, should Project Connect be paying for it? Or should this come from the city's budget?

Sam Sargent: I believe that this cost is built into the Project Connect budget.

Hyde Park Station

- Southbound platform
- Northbound platform
- May leverage Austin state Hospital property

Triangle Station

- Center platform station in the heart of the Triangle development area
- Number of vehicles will stay the same through Triangle and North Guadalupe

Koenig Station

- Street-level and center platform station south of Koenig
- Narrow right of way restricts or eliminates tree / furniture zone in some sections

Crestview Station

- Connects multiple modes; improvements for bikes/peds and vehicles
- Elevated station design to be determined based on stakeholder and community engagement

Taylor Ephraim: How would that impact the Crestview Station for the Red Line

Sam Sargent: It would give you the opportunity to keep the Red Line station in the same location. But lowering the elevation.

North Lamar Transit Center

- Northern terminus of initial investment
- Leverage existing NLTC Park and Ride via pedestrian bridge

Runberg Station

- Southbound platform
- Northbound platform

Parmer Station

- Southbound platform
- Tracks and station at street level
- Northbound platform
- Full and separated bicycle and pedestrian facilities proposed

Tech Ridge Station

- Tracks elevated to cross over I-35
- Tech Ridge Park and Ride Station plans to be developed further in the future

Betsy Greenberg: Peter Mullen is working on placemaking around the station. But I wonder in between station. What attention will they get. Some of the design options where the options are narrow have bikes, pedestrian, but no vegetation. So, I'm concerned about the shade for the pedestrians and bikes.

Sam Sargent: As we work through this part of the design process, a lot of the focus on the engagement process has been on stations. But you are right in bringing that up. There will be consideration made for the in-between areas, that will be addressed closer to procurement.

Lu Fangda: Where is the maintenance facility for the trams going to be?

Sam Sargent: Right now, our focus is finding a piece of land big enough. The minimum we need is 70 acres. That would need to be near the terminus of one of the lines. The most logical are right now near the Airport. We could do Tech Ridge, but that's too far away. In a perfect world, we'd want an area large enough for bus a rail yard and bus charging station.

David Shapiro: How much of the budget is dedicated to acquiring land?

Sam Sargent: I don't know right now, let me get back to you. Based on previous cities acquirement of land, Seattle spent 1/3 of their total budget on real estate costs.

Taylor Ephraim: What does the connection from the Blue Line to the Orange Line look like?

Sam Sargent: There's a lot of work going into the tunnel design, currently, it's going to be a Y shaped junction.

Taylor Ephraim: How would trains get from the rail yard to the Orange Line?

Sam Sargent: It would be a Y, if you were customer on the Blue line, you would ride from the Northbound track to get to the main line. The southbound track would be operations line, not a line with service.

Betsy Greenberg: Is there going to be an attempt to reintroduce legislation in a year and a half?

Sam Sargent: I would image, we may push for the legislation at that point. Though the design would be fairly locked in so it wouldn't be to add a station in the park. Re-introducing the legislation would be to give us flexibility on where we can plan stations.

Meeting Systems Check-in

Edna Parra; Community Engagement & Outreach Manager

Approval of the minutes

Next Full Board Meeting November 10th, 2021