Q. ALL QUESTIONS DESIGNATION IS (MR. SMITH)

(Paula Nash) Okay, I'm going to go ahead and start the meeting. I'm going to call the meeting to order. This is Paula Nash, and I am the executive direct of diversity and inclusion and I want to welcome everybody today to the MAC, the MARTA accessibility committee meeting.

We're going a little bit out of order and there's a reason for that so I'm going to start by introducing our new chairman for this committee? So our new chairperson has been a member and a participant of MAC ‑‑ of the MAC committee for a long time. In fact, he was a participant and a member in the early days when it was the EDAC committee.

He has served in many roles. He has also been a member of other committees that represented the disability community? He attends MARTA board meetings fairly regularly and MARTA events and public hearings, and we are happy to have him here so I want to introduce our new chairperson and that is Mr. Robert Smith. Thank you, Robert for being our new person ‑‑ the new chairperson.

ROBERT SMITH: Okay. Thank you, Paula and I want to say that I want to express my congratulations and for serving as the committee chair. Jorge, I hope I don't butcher his name, Jorge and Mr. Leonard Stinson for their work that they had done, the previous chair and cochair of the MAC committee.

We want to give them a ‑‑ give them thanks for their hard work and we are hoping that they continue to join us from time to time. I know, Mr. Stinson, as well as Jorge will, and that's all I want to say at this time because we have a very packed agenda for this morning, and I want to thank everyone for being on the phone.

If you're joining us by phone or if you're joining us by video, we're going to ‑‑ as Paula has already said ‑‑ we're going to go kind of a little out of order this morning, but I plan to make sure that the information that is going to be given and some information to the MAC committee members, you've already received by way of e‑mail, and I hope you've read them and I hope we have enough to have a quorum this morning.

So, I want to thank you all. Paula, do you want me to continue? Hello. Hello.

A. Paula, you're on mute.

PAULA NASH: Sorry, sorry about that. Yes, go ahead and continue. Why don't we go ahead and go into introductions of the committee members.

Q. (Mr. Smith) Okay, and I was hoping that since I didn't hear anybody. I want to go ahead and introduce our committee members. And let me say this, before we get started, those who are joining by phone, if you have any background noise, you can \*6 to mute yourselves and you can \*6 to un‑mute yourselves. We're going to ask everyone, if they would mute themselves when the presenters are presenting.

And then, if we have time for Q and A, we will ask you to un‑mute yourself if you have a question of the presenters for today because that's very important that all of us get a chance to make sure that we hear what is being said, we can't do that if there's any type of background noise where you are. So I just wanted to make sure that we give the uppermost respect to all of the presenters and the people who are asking questions.

Now, my name is Robert Smith. I am the new committee chair; we don't have a vice chair, so let's ask everyone to introduce themselves by saying your name.

A. Well, this is Bob Lossie, I'm representing upper and lower extremity limits and on ‑‑ on it’s sort of with all three subcommittees at this point and just not necessarily voting but just sharing information. Thank you.

A. Mark Gateway here, with an interpreter, and I represent deaf blind, hard of hearing and deaf blind.

Q. (MR. SMITH) Okay.

A. Good morning, everybody. This is Jeff Easley, I'm with the Bob E DOT Institute representing intellectual and developmental disabilities. Well, congratulations, Robert.

Q. Okay. Thank you. Who do we have next?

A. Good morning, this is Jordan Hall. I am representing the statewide and independent living council and individuals with disabilities, and yes congratulations, Robert.

Q. Okay. Well, thank you. Who's next?

A. Hi there. My name is Jimmy Peterson and I'm with deaf and hard of hearing services or deaf ‑‑ I represent the deaf and hard of hearing communities. Thank you.

Q. Okay. Thank you.

A. Good morning. This is Lee Rogers, I'm with world services for the blind and representing the blind and low vision organization.

Q. Thank you. Is there anybody else?

A. Good morning. This is Leonardo Banes, I represent the blind, vision impaired community, and congratulations, Robert.

Q. Thank you, Mr. Banes.

A. Robert, this is Roberta Abdul‑Salaam. I'm representing the MARTA Board of Directors, and I want to say congratulations to you as well.

Q. Well, thank you. Thank you, so much. Is there anybody else?

A. (MS. BROWN) I don't see any other MAC members, Robert at this time.

Q. But Dennis, do we have a quorum?

A. (MS. BROWN) Let’s see.

A. Good morning, everyone. I would like to say congratulations Robert, and welcome to everyone. My name is Rita Scott and I serve you on the MARTA board of directors.

Q. Okay. Thank you. Thank you.

A. (MS. ABDUL‑SALAAM) Rita is being modest as she always is, you guys. Rita is the chair of the MARTA board of directors. We need to know that.

Q. Thank you. Thank you, madam, for being here.

A. (MS. NASH) All right, Roberta.

A. (MS. ABDUL‑SALAAM) Credit where credit is due. They need to know their chair.

Q. (MR. SMITH) Absolutely, and we're glad that she joined us this morning.

A. (MS. ABDUL‑SALAAM) Amen.

A. (MS. BROWN) Yes, Robert you have a quorum.

Q. (MR. SMITH) Okay, thank you. We'll move on to our committee reports. First up, is our accessibility committee.

A. (MS. BROWN) Robert, that chair was ‑‑ was it Leonard, right?

Q. (MR SMITH) Yes ‑‑

A. (MS. BROWN) The report is that ‑‑ I can give the report. It was just that we met with mobility to discuss the revised eligibility process. The streamed line eligibility process, so they did the presentation with that group.

Q. (MR SMITH) Okay, and I'll make sure that we ‑‑ all the committees are informed and we will have appointed chairs of those committees that chair ‑‑ if there is no chair appointed, we will appoint one.

No show and appeals committee; that's the committee that I chair, and we did have a meeting, and we had two people to come before the committee. One, and present their case to us, and one, we upheld and the other one ‑‑ the other person, we overturned the no show that they had accumulated, so that was the extent of that committee. We didn't have but two people, so we did that.

The next committee, if I'm not mistaken, we did accessibility, we did no show and appeals. What's the next committee?

A. (MS. BROWN) Customer focus ‑‑ customer focus.

Q. (MR SMITH) Oh yeah, customer focus. Okay, do we have anyone who can report on the customer focus committee?

A. (MS. BROWN) That was Kay Sibetta, I don't think she's on the call yet, but in that subcommittee meeting, mobility came and presented their proposed newsletter to get some input from the committee.

Q. (MR. SMITH) Okay. Well, since that ends the reports from the various committees that we have, we plan to make sure that we give a much better report the next time we meet, but we'll go right on into the agenda. First, we have Mr. Keith chambers. Mr. Chambers, are you on the line?

PAULA NASH: One second, Robert, if I could just address one quick thing right quick. This is Paula Nash.

Q. (Mr. Smith) Okay.

PAULA NASH: Again everybody, I am Paula Nash, I'm the Executive Director of Diversity and Inclusion. The one thing I like to address particularly to our members, if you can see, we have a new ‑‑ we have a new chairperson, but we are still needing a vice chairperson so we're accepting applications for that.

And I just want to encourage anybody that's interested to please apply for the vice chair position, and as Robert has already mentioned, we are also will be looking at the vacancies of our subcommittees so that we could get those filled as well, so if you have any interest in the subcommittees, please let Robert or myself know or both of us, please.

Please, let us know so that we can get those filled as well. I also want to, again, thank our board members that are here, our Board Chair, Ms. Rita Scott, and our Board Vice Chair, Ms. Abdul‑Salaam. Thank you all so for ‑‑ thank you all for attending this meeting, and then we can move on with the agenda. All right, Robert.

Q. All right. Thank you, Paula. Mr. Keith Chambers.

A. (MS. NASH) I don't see him on the call, Robert. We can move to the next one and I'll try to contact him in the meantime ‑‑

Q. Okay. That will be ‑‑

A. (MS. NASH) -- because he's usually here so ‑‑

Q. Okay. That's Peter Bruno and that's later. We have ‑‑

A. (MS. NASH) -- then the restroom restoration project.

Q. Yes, its ‑‑ and I don't want to butcher this name. Dennis, but what is that?

A. (MS. NASH) Is that Jamyhl Harris ‑‑ Howard. Ms. Howard?

JAMYHL HOWARD: Yes, I am here.

A. (MS. BROWN) Do you have a presentation, do you need to share your screen?

A. (MS. HOWARD) Yes, I'm going to share my screen. Is it sharing?

A. (MS. BROWN) It’s coming up. Yep. All right.

A. (MS. HOWARD) Good morning, everyone.

Q. Good morning.

A. (MS. HOWARD) Good morning, I'm Jamyhl Howard. I am the facility program manager, and I wanted to give an overview or present and overview real short of the smart restroom program. Can everyone see my screen? I apologize if you can't.

Q. Yes, I can see it.

A. (MS. HOWARD) Absolutely, so the smart restroom project is the renovation, restructuring, restoration of the public restrooms at the MARTA Rail Stations. This will include all the restrooms at this MARTA Rail ‑‑ MARTA Rail Stations. The restrooms will be converted into smart restrooms. We'll have one for the patrons.

In addition, we'll also have one for the MARTA staff. These are ADA complaint restrooms. They will produce automated, of course, a state of the art facility. They'll provide MARTA passengers as well as resources with a clean safe and accessible restroom.

The locations that are already completed are the Lindbergh Station and the Decatur Rail Stations, so I definitely invite everyone out to see those restrooms. Upon ‑‑ and then what's in progress at this time now is the East Point restroom, HE Holmes, Doraville, and Dome Stations.

So the project has begun for the East Point and for the next four locations and we're expecting to have those completed by end of the year. And let's move to what the restrooms look like on the inside. Okay, so basically, this is the outside control panel, this is a two‑way communication that has video monitoring.

As you see here, so what will happen is, a patron will come and they'll press the button here to get entry into the restrooms, someone from our maintenance control center will allow you entry into the restroom. There will be a click, and the door will open up for that person.

As you see, it’s ADA compliant. It's manned and monitored access control via our resource at the maintenance control center. There's a two‑way emergency internal audial communication, so after so much time if there is no movement inside of the restroom, a person will come online to ask if you're okay.

If there is no response, that person will contact MARTA Police on your behalf. So there's loitering control‑timed usage, motion sensors. Two‑way external communication, of course, with video monitoring as you see here. Manned and monitored access control through Marta's maintenance control center and two‑way emergency internal audial communication.

The restroom toughening as you see, this is the entry into the restroom. As you see, it is accessible, so a person with wheelchair access can actually gain entry into the restroom. There is the high‑bar here that allows easy transitioning.

From here you see the inside of the restroom where there high‑bar is there for males, and then you actually see here where you can come up to the sink. Everything is touch‑less, so you just put your hands there, water, soap dispensary, as well as hand‑drying.

So it is vandal resistant, break/chip resistant, flush/surface mount fixtures, metered supplies, and touch‑free sensors, as well as accessible. And as stated earlier, the project is under way. The first mission to be completed will be East Point, there after HE Holmes, Doraville, and then Dome Station.

We expect this project of these four locations to be completed end of the year. And that's all I have.

Q. (MR. SMITH) Okay, Ms. Howard, are you open for questions at this time?

A. (MS. HOWARD) Yes, I am.

Q. Okay. I'm going to start with our committee members and, of course, our board chair as well as our other board members, so if you have a question of Ms. Howard, you can ask them at this time.

A. (MR. GATEWAY) Mark has a question. Hang on, one second. I'm just wondering how the panels are going to work for somebody who is deaf or somebody who is deaf blind.

A. (MS. HOWARD) Okay. Absolutely, so there are stationed attendees at the location that will be there to assist. However, the person ‑‑ the video allows the person at the maintenance control center to actually see if someone comes up to the restroom here, and they will let that person into the restroom, but they will also alert the station attendant there that their assistance would be needed.

So this is where in the video, I can see outside, directly outside the restroom. I can let that person in, as well as I can easily alert the station attendee to provide assistance when needed. Great question.

A. (MS. ABDUL‑SALAAM) Ms. Howard, this is Roberta Abdul‑Salaam. The question that I have you may have covered it and I missed it, but at the door on the slide that we have up now, when you come up to the door in your ‑‑ in your wheelchair, if you're in a wheelchair, how do you open the door? I mean, does the door open automatically?

A. (MS. HOWARD) Yes, the door will unlock for you automatically. A resource at the maintenance control center will unlock the door for you and then it allows ‑‑ that's why we have the material here so that a person in a wheelchair can actually push through the door.

A. (MS. ABDUL‑SALAAM) Well, that's what I'm concerned about. The door, you still have to push?

A. (MS. HOWARD) Correct.

A. (MS. ABDUL‑SALAAM) See, I wouldn't be able to do that.

A. (MS. HOWARD) Okay.

A. (MS. ABDUL‑SALAAM) I’m just thinking we might need to give some thought to the automatic door opening system. Once you've been, you know, been identified and gained entry or been given permission to enter, is there a way that the door will open for you.

A. (MS. HOWARD) Okay. Great question and I'll definitely take that and see what we can make as far as the modification there.

A. (MS. ABDUL‑SALAAM) I think we've talked about that a few months ago, and I just see, now that I'm looking at the visuals. For me, I would either have to try to push it with my legs, or I have to have somebody to push it, you know, push me in, and you're not always by yourself.

A. (MS. HOWARD) That’s correct.

A. (MS. ABDUL‑SALAAM) So, let's get on that.

A. (MS. HOWARD) Will do, absolutely.

A. (MS. ABDUL‑SALAAM) Thank you.

A. (MR. GATEWAY) Mark, has another question.

Q. (MR. SMITH) Yeah, you have another question? Okay, Mark.

A. (MR. GATEWAY) So we are not ‑‑ we cannot see the screen but the question is, as far, if somebody who is deaf or deaf blind going to be able to feel or somebody who's deaf blind going to be able to feel when that door clicks open.

A. (MS. HOWARD) There is braille on the right hand side of the control panel. They ‑‑ I don't believe there'll be able to feel when that door open. When that door will open, however, the maintenance control resource will contact the station attendee to assist.

However, I will take that back and see what we can do to assist if in that area ‑‑ in that circumstance, what modifications that we can make.

A. (MR. GATEWAY) Okay. Great. Thank you.

A. (MS. HOWARD) You’re welcome any time.

A. (MR. LOSSIE) This is Bob Lossie ‑‑

Q. (MR. SMITH) ‑‑ is there any other questions?

A. (MR. LOSSIE) ‑‑ if I can ask a question.

Q. (MR. SMITH) Okay, Bob, go ahead.

A. (MR. LOSSIE) Thank you. The Art Center has a restroom in it, if I go to a station attendant, I can ask them to open it for me, and it's similar to the restroom that is at the Lindbergh Station, you didn't mention that in your report of soon to be done restrooms.

It seems that that one is close to ready just wiring, is it possible that that could be soon or is that next year?

A. (MS. HOWARD) That's in phase two. I can follow up with the team. Let's see if there's any way we can prioritize and meet that up as well. But that as of right now, Art's Center has not been converted over to a smart restroom, but I could see if we can move that up on the priority list.

A. (MR. LOSSIE) And it's just the technology of opening the door that it lacked, and the audible part?

A. (MS. HOWARD) Well, of course, it’s the technology for the ‑‑ we do have the smart restroom components which are here, and then in additional to you have your interphase which actually we'll have to configure with technology to interphase with the system so it's a couple of different phases of that ‑‑ for that to be completed for that restroom as well.

A. (MR. LOSSIE) Thank you.

A. (MS. HOWARD) You’re welcome.

Q. (MR. SMITH) Any other questions of Ms. Howard? And Ms. Howard, this ‑‑ my name is Robert Smith, I would like to ask this question, the bathrooms are unisex, am I correct?

A. (MS. HOWARD) That is correct.

Q. Okay. So one wouldn't be looking for male or female; men’s or women, I'm sorry, men or women bathrooms anymore, they could just use this same one?

A. (MS. HOWARD) That is correct.

Q. Okay. And will the configurations on the inside be the same for all of the smart restroom?

A. (MS. HOWARD) Yes. They will be.

Q. Okay. And one other question, does the door swing out or inward?

A. (MS. HOWARD) It swings inward.

Q. Okay.

A. (MS. BROWN) Robert.

Q. Yes.

A. (MS. BROWN) We have Carl Merritt, who is on the line and I believe he's here to speak for Keith Chambers.

Q. Okay. All right, then. Well, thank you so much Ms. Howard and I'm pretty sure once we get our accessibility committee up and going we will come out to visit the restrooms, those of us who ‑‑ because I would like to see it myself ‑‑

A. (MS. HOWARD) ‑‑ absolutely.

Q. ‑‑ and all of the self‑serving restrooms that they have. They have Five Points done so I'm looking forward to seeing that, and thank you for your presentation.

A. (MS. HOWARD) Absolutely. I'm available for site visits as well if you would like me to attend for questions such as well, okay.

Q. Thank you, Ms. Howard.

A. (MS. HOWARD) Thank you.

A. (MR. GATEWAY) ‑‑ Robert.

Q. Yes.

A. (MR. GATEWAY) Robert, Mark's got 1 more question. Does the Breeze card ‑‑ does the Breeze card still work?

A. (MS. HOWARD) For the restroom? The employees will be able to access the employee restroom with their badge card. For the public restroom, the patron restroom, the Breeze cards will not work for that. They'll be allowed access through the two way monitoring system where once they press the button, a resource will unlock the restroom for them.

So an employee restroom, you will be able to access via your badge. However, for the patron restroom, there would be access ‑‑ they would get access through the manned and monitored access control ‑‑ through the monitored maintenance control center.

A. (MS. ABDUL‑SALAAM) ‑‑ Mr. Chair?

A. (MR. GATEWAY) ‑‑ Okay. Thank you. Oh, thank you ‑‑

Q. ‑‑ Yes ‑‑ who's speaking ‑‑ who is seeking the floor? Mark, are you finished.

A. (MR. GATEWAY) Yes. Thank you.

Q. Okay. Thank you. Who's seeking the floor?

A. (MS. ABDUL‑SALAAM) Roberta.

Q. ‑‑ Okay. Go ahead ‑‑

A. (MS. ABDUL‑SALAAM) It brings another question to mind then so these restrooms are available to the general public.

A. (MS. HOWARD) Yes, they are.

A. (MS. ABDUL‑SALAAM) Oh well, that could be a problem.

A. (MS. HOWARD) There is a restroom that is for the public for patrons and there's a restroom for staff.

A. (MS. ABDUL‑SALAAM) Oh my goodness. I don't know why I thought this would be like an additional restroom for the handicap‑able's so to speak for accessibility that would ‑‑ and the other restroom would still be available for your general patrons.

A. (MS. HOWARD) No, this is a restroom ‑‑ patron restroom is an accessible restroom or accessibility restroom as well. It encompasses the accessibility as well as the smart restroom components.

A. (MS. ABDUL‑SALAAM) But that would make it kind of difficult sometimes. You know, I hate to go on about my condition, but if I had to go and there's a ‑‑ there's a line of regular patrons there, who outnumber me greatly, that could become a problem.

A. (MS. HOWARD) I understand. I'll take that to the scene and see if there's something that we can do to eliminate or remedy ‑‑ remedy that station.

A. (MS. ABDUL‑SALAAM) Thank you.

A. (MS. HOWARD) You’re welcome.

Q. (MR. SMITH) Well, thank you, Ms. Howard, again.

A. (MS. HOWARD) Thank you.

Q. (MR. SMITH) And we'll be in contact with you.

A. (MS. HOWARD) Absolutely.

Q. (MR. SMITH) Dennis, did you say, Mr. Keith Chambers?

A. (MS. BROWN) Carl Merritt is on the line for Keith Chambers.

Q. Okay. Mr. Merritt?

A. (MS. BROWN) Hello, Mr. Merritt, I didn't hear you. You are not muted, but we can't hear you.

A. (MS. NASH) He did express to me that he was having some trouble with his computer so, I guess, if he can't be heard, we'll move on.

A. (MS. BROWN) Okay. We can just move on. He's having trouble, Robert. We can move on. Thank you.

Q. Okay. If he comes in, then, we ‑‑ well, we'll let the person who's already speaking go ahead and complete that and then we'll move on, so we'll move. As I said before, on the agenda, you have received some information by way of e‑mail that Ms. Brown had sent out to all of the current members of the MAC committee, and I hope you've had time to read them.

We won't have the presenters here because we have a packed agenda so the next person, I mean, the next section that we will be dealing with is Mr. Peter Bruno.

A. (MS. BROWN) ‑‑ Robert, we've got the railcar replacement project next.

Q. Okay. Is that, Mr. Lyle ‑‑

A. (MS. BROWN) ‑‑ and Connie, yes.

Q. Okay. So which one of them will be ‑‑ presenting?

A. (MS. KRISAK) ‑‑ this is Connie Krisak, I'll start.

Q. ‑‑ are they both here?

A. (MS. BROWN) Yes.

Q. Okay. Either one.

A. (MS. BROWN) Connie? Oh, there it is.

A. (MS. KRISAK) I am sharing my screen ‑‑

Q. ‑‑ Connie is here?

A. (MS. KRISAK) ‑‑ and yes, I am here.

Q. ‑‑ okay. Well, thank you.

A. (MS. KRISAK) ‑‑ can everyone see my screen?

A. (MS. BROWN) Yes, we can ‑‑ yes, it's wonderful.

A. (MS. KRISAK) Just ‑‑ my name is Connie Krisak, I am with MARTA and I am the senior director for the rail replacing program. And what I wanted to do is give you a briefing today in regards to our vehicle, the new vehicle design, and the opportunities that it will have on for all of our patrons and the new things that we are looking into, so thank you, again, for lessoning to me and it's a pleasure to be here.

We are replacing ‑‑ Marta's replacing all the rail vehicles from MARTA, and we have a contract with the rail manu‑‑ rail vehicle manufacture, Stadler. Stadler, is originating from Switzerland and they have offices here in the States in Utah.

As you all know, our fleet is an aging fleet. It's over 40 years old, give or take. And there are a lot of problems with the rail vehicles so we are in the process of replacing all of them. The contract will provide 254 new rail vehicles for MARTA.

And MARTA is looking at working very closely with Stadler in creating a very new aesthetically ‑‑ streamlined design where, I think, not only Marta's transit authority but all of the ‑‑ all of our patrons will be incredibly proud and like the vehicle for the aesthetics that we're providing.

And in working hand in hand with Stadler, we're looking at many things. For starters, the seat configurations. We are looking at different types of seating, some may be longitudinal, meaning that they ‑‑ the seats are right against the vehicle and some are transverse, similar to what we currently have in our rail vehicles.

And we're just looking to provide more spaces, not only for wheelchair access, but for other kinds of storage that you'll see in my presentation in a little bit. But this slide is just showing you not specifically the configuration of the seats but just possibilities.

So this closer‑up, you can see how the seats are, transverse and the longitudinals. We also call them like bowling alley style so that people are able to seat and also people are able to stand more freely. Providing spaces for all kinds and not just seating patrons, standing patrons, wheelchairs, storage of bicycles, strollers, and also being able to provide accommodations for our elderly patrons.

This shows the ADA accessibility. We're looking for a very specific location for our ADA patrons that is not really necessarily shared. It is defined as an ADA area for wheelchairs. And, of course, if the area is not being used somebody could stand there, but if someone is needing that area, they would ‑‑ they will provide the area for the ADA accessibility.

It’s right off the doors so there's a very much ease of access and it is provided and designated for that. As you can see in the plan view, we're looking to make it as required dimensionally and just readily accessibility.

And the other thing I mentioned is, the seating that is provided for elderly or just other patrons that need some additional assistance. The seat will ‑‑ we're trying to make the seat a little wider and have grab bars on both sides to make it easier not only to sit down but to get up.

And again, it is readily accessible right off the doors so that people don't really have to traverse much to get in or to get out. The other area that I mentioned, is the storage area for the bicycles. We're looking to have like a system where you can actually put the wheels in there, it stabilizes the bicycle and it holds it in place while the person is either there or can seat next to their bicycle.

Again fully accessible, this area will also be an area for strollers. For a family that has kids, that has, you know, I've seen the double strollers, the single strollers, it provides an area out of the way that is readily accessible.

All of this including luggage storage and this ‑‑ this is just an example not necessarily what we're planning on doing but with defining an area, again, for specific usage, and for accessibility of all kinds of patron needs.

The Stanchions, the railings that you hold on to as you're going through the train are also being looked at very extensively. Not only in the location, but in the design. In this middle picture, you see like it's like a tripod of handrails so that not only it allows people to hold on to that area but also kids.

You know, kids are a little ‑‑ little well, not as tall as everyone and they need a place to hold so we're making this area fully accessibility for all, and some of the areas, the aisle areas may become wider, so in that area we're also providing Stanchions.

Again, to allow people to feel safe as to riding and also we all know that when the train is going from a stop or to a moving, it jerks a little bit because of the movement that it creates, and we want to make sure that people are holding on to something and feel fully safe while riding the vehicle.

The windscreens are also being looked at, so one of the things that is very exciting about this train is that this is going to be a train that is very specifically designed for the needs of MARTA, for the people of our region, and it will be unique to itself.

That is all for now and I will be happy to entertain any questions or concerns that you might have, thank you.

Q. (MR. SMITH) Okay. Any committee members have questions?

A. (MR. LOSSIE) Well, this is Bob with ‑‑ representing wheelchairs. Currently, there are two positions, I call them cubbies for a wheelchair on each train. And there're very smart and they flips the cars so that if it's not accessed by the first car that I try I can just go to the other end of the adjoining car, so there's basically four positions that I can get access to, is that going to be repeated?

A. (MS. KRISAK) We are looking at two positions for rail vehicle and this ‑‑ in this situation one of the things that I need to point out is that any one will be able to traverse ‑‑ the vehicles will no longer have end to end, as two cars.

They will be four cars with end to end so you can ‑‑ anyone can traverse the entire vehicle. For example, if someone gets in at one end of the door and can't find a seat or a location for their needs, they will actually be able walk through the entire train.

The entire train will be open, there won't be ‑‑ like for now you have ‑‑ you would have to open a doorknob and you see someone in a wheelchair could not go from train to train. In this scenario, it is still the length of four‑cars but it is one car.

There'll be 2 ADA spots, and you would be able to traverse the entire vehicle. This is very new but not new to the industry. There's a lot of places that's doing it. I believe Washington is doing it currently which is very similar to our system.

And it just allows for better usage of the train and it also allows for people to have access to a seat to or an area that they need to get to. So we will mimic what's there.

A. (MR. LOSSIE) ‑‑ that's extraordinary, I have to say because I have seen that in other countries, and thank you for introducing that. And another quick question, you said you have 254 cars in, ordered, expected, how many are in the fleet?

A. (MS. KRISAK) Currently? Is this your question, how many do we have currently?

A. (MR. LOSSIE) Yes, yes.

A. (MS. KRISAK) I have to get you that exact number, but we are, I believe, we're replacing what we have now entirely or well that I know we are. I don't know if it’s one for one but I think we had a few extras.

Now, we're looking at the requirement, the beauty of what I just told you earlier and that you got excited makes me excited also being able to traverse the train to also allows for ‑‑ to maximize the capacity of the trains so we're able to provide more seating, more area, because we take away that end to end cab and the in between of the trains.

All of that area is now usable so not only is it exciting to have a train that people can go the entire way until they find their seat or until they find a spot or until, you know, somebody with a baby buggy can find an area where they feel comfortable, but it allows the train to be fully maximized with all that it has to offer to all the patrons.

A. (MR. LOSSIE) And if I can say one thing too that I so appreciate with this new design, again from a wheelchair, the cubby's that I mentioned before, it was a safer place to be but my main thing was I was out of the way of everybody, so they can get around the chair.

You didn't have to worry about being stumped on or impeding people from getting on and off. This wider access allows me not to feel like being ‑‑ I'm the obstruction, so thank you, again.

A. (MS. KRISAK) Absolutely. We are trying to make sure that everyone feels at ease, feels comfortable, and feels safe. So yes, it will definitely be, I believe, a better location and give each patron their specific needs of what they require and, you know, make them feel fully a part of the train and not set‑apart, but a part.

Q. (MR. SMITH) Any other question?

A. (JEN) Hello. This is Jen speaking ‑‑ yes. Currently, our train has like a text message like next stop ‑‑ what the next stop is, so this new train will they have some kind of like text message or like what the next stop is?

A. (MS. KRISAK) Yes, absolutely. We will have digital signs, we'll have announcements. We will have digital boards, yes. Absolutely, yes, to answer your question, it will have that and it will be located in more places. It will be readily accessible.

Again, the speaker system will be state of the art, and yes. We will have all of those announcements and all kinds of information for this train that will be much much more subtle than what you currently have.

Q. This is Robert ‑‑

A. (JEN) ‑‑ Okay. Good, thank you.

A. (MS. KRISAK) You’re welcome.

Q. You did say that this is in the design stage right now?

A. (MS. KRISAK) Yes, sir.

Q. Okay. Have the company ‑‑ companies I guess received much input from the disability community, those who are blind or wheelchair users or ‑‑

A. (MS. KRISAK) That’s a great question. Lyle is going to speak to that in a second. We will be starting so what we've done just to let you guys know, there's a whole committee at MARTA that's been looking at this and it’s also more so to make sure that all of these areas are defined and are taken care of.

We will be coming to each of you guys specifically to get more input on the design. The design is formulated with design specifications. The final design is not yet complete and this is where we come to you for public engagement and to get some feedback to what ‑‑ what is being done and how it's being approached, so that's a great question and a great lead to when Lyle gets ready to speak.

Q. Well, I'll save my question for him then.

A. (MS. KRISAK) Okay. Thank you. Anyone else?

Q. Well, thank you so much, I don't want to mess up your last name Ms. ‑‑

A. (MS. KRISAK) It’s Krisak.

Q. Okay. Thank you, Ms. Krisak ‑‑

A. (MS. KRISAK) ‑‑ you're very welcome.

Q. ‑‑ for your presentation to us. Okay and Mr. Lyle, is he ready?

A. (MR. HARRIS) Yes, I'm ready, thank you, everyone. Thank you, Mr. Chairman, members of the board, MARTA staff, and leadership. I really appreciate this opportunity to talk to you this morning about something that's almost almost as exciting as what Connie just told you about, the fact that we're getting railcars.

It’s the fact, it’s the way that we're going to be doing exactly what you just asked about which is collaborating with our riders and with the general Atlanta community about what the new railcar looks like inside and out. Again, my name is Lyle Harris, I'm the senior director of customer and employee experience.

In this job, I have, again, opportunities to work on some really cool stuff and one of the coolest things I'm working on right now that we're doing with respect to this particular project is a crowd‑sourcing platform called Queue Markets.

And basically, crowd‑sourcing, if you haven't already heard about it, is just a way for organizations, such as MARTA to collect and harvest ideas from their customers, from the general public about ways that we can make the transit system bigger and better, so we're using this Queue Markets platform and we have been using it for the last year or so with the Rider's Advisory Council.

I don't know if you've heard of this group but Rider's Advisory Council is sort of like the MAC committee. It's a group of volunteers who are interested and really know the transit system very well and are experts in how it works as riders, so we've been doing it for about a year or so, and I'm going to show this platform in just a moment.

But again, the point is, we want to get your input. We are confident in the group that we've been working with, and we've literarily been looking at hundreds and hundreds of different design configurations for the railcar, and we want the public, we're going to narrow those down, but we want the public, and more specifically, we're going to ask the MAC committee to contribute and to give us their input and feedback on what the railcar should look like inside and out.

We're also going to be inviting the general public, as I imagine, as well as MARTA employees to share with us what they think the railcar should look, but we're going to have a special place on this platform where the MAC committee will be able to log in and give us their very specific comments and feedback and opinions about what the accessibility features of the railcar should be.

So I wanted ‑‑ I don't have a demonstration per se ‑‑ I have a presentation per se but I do want to demonstrate exactly what this Queue Market's platform looks like, so if I can, I'd like to share my screen and take you to the process of exactly how it works.

Q. (MS. BROWN) You want to share your screen, Lyle?

A. (MR. HARRIS) Yes, Dennis, if you would.

A. (MS. BROWN) Okay, so you should be able to share it now.

A. (MR. HARRIS) I’m trying to do that now, it’s taking a second. Can everyone see my screen?

A. (MS. BROWN) Yes.

A. (MR. HARRIS) Okay, so the way that you're going to log in to this platform is just go to ‑‑ open an Internet browser and type in the words ideas. Ideas is ideas.itsmarta.com, and once you do that ‑‑ my computer is running a little slow so bear with me. It's going to take you to an online platform ‑‑ eventually. You're going to see an online platform that is the MARTA logo in the upper left ‑‑ left‑hand corner.

And instantly, right next to it, you'll see in a little box inside in caps saying RAC which stands for Rider's Advisory Council. You'll see a special area just for the NMAC ‑‑ The MARTA Accessibility Committee. So at this point, it's got me logged in, I'm just going to take you through exactly what you're going to be seeing.

So this site, which we're still working on it. It will be plenty of instructions about how to log in and register. But I just want to show you exactly how we're going to be using this particular technology to get your ideas and feedbacks, so I'm going to go to campaign. And like I said, we're still working on this site. So it's going to look a lot different when it’s ready for launch.

And now, I'm going to take you through this campaign to help ‑‑ point MARTA design our new railcars. Okay, this is going to be the opening page you should see once you first register and log in to the site. We're just going to give an explanation about what we are doing, and it's a brief little bit of text to sort of explain everything.

It says: After more than four decades, MARTA is replacing its train fleet with all‑new vehicles and we're inviting Metro Atlanta to give us feedback on key customer features and amenity ‑‑ amenities. Yet, there are going to be probably at least 12 or more different amenities and features that we want the public's opinion on. And they range from seating, ADA accessibility, Stanchions which is kind of handholds, digital maps and signage, designated bicycle and stroller areas and windscreens.

In addition, on this page, when you first log in to this site, there's going to be a video that's going to explain ‑‑ I'll play it right now ‑‑ on the agency's plan. It explains how we ‑‑ the contract that we have with Stadler, US Inc., the manufacture of the new railcars that Connie was just telling you about.

And once you go in, what you'll be able to do and it’s written out here, click campaign ideas above to view the options ‑‑ the various options. You can compare any of these options using a star below each option to vote on it, so if you like the idea a lot, if you like the option a lot, you'll give it a one star. I'm sorry ‑‑ if you like the option just a little bit or not at all, you'll give it a one star. If you really like it, you'll give it a five stars.

You'll also have the ability, the opportunities to leave comments about what you might ‑‑ may or may not like about the design option. MARTA will evaluate public feedback and finalize the design later this year. Don't miss the opportunity to vote on MARTA's next train fleet.

So I'm going to take you really quickly to the campaign ideas and how ‑‑ I'll show you how to organize so why don't you click the campaign ‑‑ I'm sorry ‑‑

Q. (MR. SMITH) ‑‑ okay, Mr. Harris, we have individuals who cannot see at all and we use a different type of software, will your ‑‑ will this site be accessible?

A. (MR. HARRIS) Yes. We've been checking with the people who ‑‑ I work with a site company called Queue Markets and they're going to make sure that everything is going to be accessible for people who really ‑‑ who have disabilities or are using the system differently.

Q. (MR. SMITH) Okay.

A. (MR. HARRIS) Answer to your question is, yes. So again, this is going to be the main page that people will be working from. Across the strip, across the top of the page, it gives the name of the campaign which is, again, a working title; Help MARTA Design Our New Railcar Fleet.

There's a picture of a speeding train and right below it, you'll see the campaign ideas or have access to the table of ideas. And again, we're going to have literally dozen ‑‑ at least a dozen or more different options for you to vote on, like I said about seating and handholds and live maps. But what we're really asking the MAC members to do is to vote on the ADA and accessibility options.

And I just narrowed it down for the sake of time, I've narrowed it down to three here, and they're going to be displayed in little boxes that will explain exactly what's different about each design. So for example, in the first design ‑‑ you'll be coming to it and again this is a test site.

It’s just a view of one of the possible railcar with some seating in the ‑‑ some places in the foreground on the floor where people who are in wheelchairs can seat if no one else is seating in that area. They can be reserved for people who are using wheelchairs. And also, that same first style that first option that is ‑‑ just a brief description about what you'll ‑‑ what you're going to be seeing.

And it says: The bench seats of this design option can be folded up and stowed away providing flexibility to increase floor spaces for designated accessibility areas. So in that first image, you'll look, there's a black floor and painted on the black floor permanently are four rectangular rounded areas.

Again, designated with the international symbol for accessibility or person's seating in a wheelchair. And again, if no one's seating in that area or if you want to permanently designate it ‑‑ designate ‑‑ excuse me ‑‑ that as accessibility area. We can fold up the seats and that area will just be reserved for people who are ‑‑ who have disabilities.

In the second ‑‑ in the second design option, again, you'll be able to pick and choose from each of these. If you click on them, if you click on one of these images, it's going to take you to a place where you can ‑‑ and this is just how it looks on my screen because I'm an administrator. It's going to take you to a place where you can see more information.

You may include pictures or text that people can read and find out more about that particular option, and also there's a place where you can do your voting. You can, like I said, add 1 to 5 stars, if you don't like it, it’s one star; if you really like, its five stars. And you can also leave comments about what you may or may not like.

And then you go to the next option, if you don't like that one or if you just want to vote on all of them. You can navigate back to that ‑‑ that previous page ‑‑ I'm sorry. You'll go to the navigate back to the second page.

In the second image, you'll see a different area, a different railcar design, and this one has white walls and it has a specialized areas. I think, Mr. Lossie talked about a cubby or a cubbyhole that's carved‑out ‑‑ right near ‑‑ right near the railcar door, so it’s very easy and accessible for someone who may be rolling in a wheelchair.

It’s got an L‑shape and this little carved‑out ‑‑ cut‑out cubby hole. It's got an L shaped rail that could be used to secure a wheelchair. And again, it has a description right below the picture that say: This design option provides a spacious and designated carve‑out in the railcar near the doorways that affords customers good freedom of movement as well as easy entry and exit.

And again, like in the previous one, you'll be able to do the same thing. You'll just click on it, if you like this design, you can give it five stars, if you don't like it, give it a one. And again, leave comments and that's how it goes, it's the same thing with this third option.

Again, you can, it's a different configuration, different markings on the floor, different seating arrangements, and you just click on those boxes and then you'll be able to very easily vote or comment on what you like or what you don't like.

After we collect all this information or after this phase of the process of the project is over, after the public engagement piece has been done, we'll collect all this information, and then we'll use it into making the final decisions about what the railcar configuration will look like inside and out.

And again, you'll also, as members of the MAC committee be able to vote on other aspects of the railcar design. We're looking forward to get as much robust public feedback as possible. And we want to be able to really collaborate with the people who ride our system, who are just as much experts in how our systems works in many ways as we are, so that's how it works.

Again, we'll be sending out information to the MAC committee to the office of DNI to let you know how it all works and we look forward to hearing your feedback. At this point, I'll take any questions you might have.

A. (MS. PETERSON) I do have a question.

A. (MR. HARRIS) Please ‑‑

A. (MS. PETERSON) ‑‑ this is Jimmy speaking ‑‑

A. (MR. HARRIS) ‑‑ hello, hello, I can hear you.

A. (MS. PETERSON) ‑‑ so your web design looks really good and so the question that I often ask is, it's not accessible for deaf and hard of hearing, there's no ASL version? So ‑‑

A. (MR. HARRIS) ‑‑ so that's one of the things we've been working with Queue Markets. This is a 3rd party ‑‑ 3rd party entity that we're doing this with and we're working through ‑‑ which is part of the reasons we wanted to share this information with you. We will be working with them to make sure that it’s fully compatible and complaint for people with disabilities and regardless of what that disability might be.

So we look forward to getting that kind of feedback, so I will let them know that there's currently no ASL version and that's something that we need to include before we go live.

Q. (MR. SMITH) ‑‑ this is Robert ‑‑

A. (MS. PETERSON) Yes, please do that, thank you.

Q. (MR. SMITH) ‑‑ okay. This is Robert, Mr. Harris, the reason why I ask the question prior to you coming on about the railcar design, as the current railcars, I do have a very good memory of how the design is, we call them perimeter seats.

You know, and then the forward facing, and the rear facing seats, when you get on the railcar itself, but as I understood it to be, that these railcars, you would be able to walk from one end to the other without having to open the door or something like that so that will, I assume these railcars will not couple together, if they are just ‑‑ is it just one railcar or four railcars that's coupled together in a configuration that allows access from one end to the other, is that correct?

A. (MR. HARRIS) I'll ‑‑

A. (MS. KRISAK) ‑‑ Lyle, you want me to answer, Lyle?

A. (MR. HARRIS) Of course, I do, Connie.

Q. (MS. KRISAK) Thank you. Okay, that's a great point so the cars ‑‑ four‑car for or for lack of a better word ‑‑ they're linked together, and you could couple 1/4‑car train to another four‑car train to make a train that is eight vehicle's long. That's if that answers your question so a four‑car train would be permanently linked together.

Q. (MR. SMITH) Okay, because the reason why I asked is because, like I said, the current length of the railcars I think is 75 feet, 3 entry ways, you got an end, a middle, and the first entry. Will it still have the same types of entryways into the car itself?

A. (MS. KRISAK) Yes, it will. It will have it four times over, but yes, it will have it the same way.

Q. (MR. SMITH) Okay.

A. (MS. KRISAK) So it will be longer, it will, the four‑car train that's linked together will be no longer the existing two‑car married couple that are linked together right now. So the dimensions have to be the same, because we have exciting platforms of whose length we're required ‑‑ we have to maintain and so every ‑‑ all the dimensions are the same.

The only difference is the fact that there's more use of the train because it’s currently coupled together or linked together.

Q. (MR. SMITH) Okay. Are there any other questions?

A. (MS. NASH) This is Paula, I have a question for, Lyle.

A. (MR. HARRIS) Yes, Paula.

A. (MS. NASH) Wait, is there a time frame for when you're expecting to have Queue Market system to start?

A. (MR. HARRIS) So what we're going to do is we're working with a marketing and branding firm to come up with a finalized look and feel for the campaign. So we're working with them now. Some of this is going to be driven ‑‑ and I'll leave Connie to answer this question.

Some of this is going to be driven by the timeline and the deadlines of the work that we're doing with Stadler. We have to wait until, obviously, we have some of the finalized designs. As I mentioned before, we've been going ‑‑ our committee has been going over, literarily, hundreds of different design configurations.

And then, we're not going to present all of them to the general public or the MAC committee but just the ones that's sort of rise to the top of the heat, so once we have that information, we'll post that. But even before we do that, and I think that's going to happen probably in the next 30 to 60‑days.

We'll, again, update this site so you'll see a more finalized version of it, and we'll also have another sort of educational periods of ‑‑ so the general public and, again, members of the MAC, will be able to understand exactly how we're going to be using this and also do some trainings around it as well for our employees, the MAC, and for the general public.

So I think in the next 30 or 60‑days, we should have the site up to a point where we can share it with the public, even if, if it's before we actually post some of the various configurations that we're going to be asking people to vote on. Does that make sense?

A. (MS. NASH) Yes, thank you.

A. (MR. HARRIS) And, thank you to everyone for allowing us to share some information about this really really exciting and cool project.

Q. (MR. Smith) Well, thank you so much, Mr. Harris and Connie. I appreciate you all coming to the MAC Committee because it’s very important, especially, for people with disabilities when you're used to one design and there's a design change, we want to make sure that we are there while ‑‑

Before the ink gets dry on the blueprint so that you'll have something that all of us can use. And I know when you get used to one type and ‑‑ you know the changes ‑‑ we want to make sure that we notify ‑‑ the people with disabilities that we represent that these changes are going to come about.

And, hopefully, if this Covid is dealt with, I guess, we will be able to meet in public sometime soon to ‑‑ and if there is a model that you all could probably make once you gather all the data and present so that those of us who can see it, because I get a lot from just feeling a design and saying, well. Okay, yeah, okay, I see it, I understand it better that way, so I look forward to working with you all.

As you've said, this information that you're going to present is going to be put out, when? When does this start so that the general public as well as people with disabilities can be able to go to that website and make their comments, one way or another.

A. (MR. HARRIS) So, again, thank you, Mr. Chairman. As I mentioned, we're, literarily, in the process of building the site right now.

Q. (MR. SMITH) ‑‑ oh, okay.

A. (MR. HARRIS)‑‑ well, we just ‑‑ is that our system IT integration that's going to enable members of the MAC as well as the general public as well as our employees, who will also be weighing in with their input. We're uploading all of that information so that you'll ‑‑ there's actually going to be a special place on this platform just for the MAC.

So, we're building that right now. We will be collecting your e‑mail addresses and making sure that you have a special or unique login and registration, so that you can vote later on because we really do want your expression and expertise in that area.

So, again, we're looking to do that in the next 30 to 60‑days, but some of that is going to be dependent on the timeline and schedule with ‑‑ that Stadler, US Inc., the railcar manufacture and MARTA work out. And I just want to add one last thing, if you don't mind.

Well, like the comment about the no X or X/O riding, this is ‑‑ this is the first time we're doing this. I didn't explain that this is an experiment that MARTA has just been trying out for about a year, if so now. But this is going to be a much bigger and grandeur way of using it.

So any other recommendations or insights or ideas you have about how to make it fully accessible, we're very open to it and we still have time to make those kind of changes and improvements, so thanks, again.

Q. (MR. SMITH) Well, thank you both for your presentation to the MAC committee. So, if there is ‑‑ if there's no other questions ‑‑

A. (MS. BROWN) ‑‑ Robert.

Q. (MR. SMITH) Yes.

A. (MS. BROWN) Robert, we have Peter Bruno is going to introduce the new director of mobility and I am told that Keith ‑‑ Keith Chambers ‑‑ is back on the line too.

Q. (MR. SMITH) Okay. We'll ask, Mr. Keith Chambers, to go ahead before Mr. Bruno, because he will be the last presenter we'll have for the day because I know we ‑‑ time is really rolling by so Mr. Keith Chambers, if you're on the line, sir.

A. (MS. BROWN) We can't hear you, Keith.

Q. (MR. SMITH) Is he there?

A. (MS. BROWN) I don't know. But you can't hear him.

Q. (MR. SMITH) Wow, okay.

A. (MS. BROWN) Sorry, Keith, but we're not hearing you. Okay, we might have to move on.

Q. (MR. SMITH) Okay, yeah. It seems as though we're going to have to. Well, we'll move to our next presenter, Mr. Peter Bruno.

A. (MR. BRUNO) Yes.

Q. (MR. SMITH) Who’s going to give us some MARTA mobility update.

A. (MR. BRUNO) Can everyone hear me okay.

A. (MS. BROWN) Yes.

A. (MR. BRUNO) Okay, yes, good. Good morning, Chair Mr. Smith, members of the MAC committee, Chairwomen Scott, and Ms. Abdul‑Salaam. I'd like to introduce to you the new director of MARTA Mobility, Miles Turpin. Comes to us with over 25 years of experience in the Para‑transit, and in fixed‑route industry.

He has served Para‑transit Mobility projects in Southern California and elsewhere, around the country. And he's been on board since February 12th. Before he begins, I'd like to, sincerely, thank the members of the MAC committee for supporting me over these past number of months as the acting director.

It's been ‑‑ really really a very good experience of mine to work with each of you and I hope I've served you well, and congratulations, Chairman Smith on your appointment. I think that is great. So, okay ‑‑ turning it now over to Miles and he will talk to you and give you the mobility update. Thanks, everyone.

A. (MR. TURPIN) Okay. Can everyone hear me?

Q. (MR. SMITH) Yes, we can hear you, Mr. Miles.

A. (MR. TURPIN) Oh, okay, thank you. Thank you, Peter. Thank you, for that gracious introduction. I have a presentation for the board as well. Well, I just wanted to say, I am extremely honored and excited to be on the MARTA team, and to serve the public and to serve our ridership.

I was looking for an opportunity to be involved, and not only a down home customer service based operation, but also an operation that believes in innovation and MARTA has definitely done that so thank you for that opportunity, and then as we move forward. So, can everyone see my screen?

A. ‑‑ Yes ‑‑ yes.

A. (MR. TURPIN) So before I get started ‑‑ before I get started, I wanted to give some, give you all an update, so Chairman Smith, Board Chair ‑‑ Board Chair Scott, Vice Chair Abdul‑Salaam, committee members, and the participating public. Again, my name is Miles Turpin, and I wanted to say to you, as a new member, I'm just honored again to be proud of the MARTA fabric.

Peter had mentioned, obviously, that for the mobility updates, the key factor, early in February was the TR4 project that we have ‑‑ which was a track replacement project for the rail, and basically for all ‑‑ just to give you a quick briefing on that.

The TR4, because we're almost collaborated on making the transit operation successful for our folks that ride the service. I can tell you the outcome was, outstanding, over the top. Being involved in that process, almost worked together collaboratively meaning, you have bus, mobility, rail, to make sure that the riding public did not have any, kind of, serious challenges while using the rail service.

The TR4 project was between Lindbergh, Buckhead and Lenox Stations, and what it involved was the tracks being replaced. Mobility and bus‑op's that work together to use a shuttle process to transfer our customers from Lindbergh to Buckhead and back to Lenox where they could then get back on the rail, the train system, and head Ponce, North, or otherwise.

So that went very smooth, and moving forward, we've also ‑‑ and the leadership with Collie Ringwood, Mr. Parker, and our Deputy Chief, Santiago Osorio. We've adopted a lessons‑learned program that we're using everything that we've learned from this first TR4 project.

And we're going to adopt it for the next one because we do have a few more ‑‑ I mean, a few more projects coming down the road. So I wanted to give everyone an update on that just to let you all know that our TR4 shuttle project went very well.

As for now, I'm through with my presentation, my name is Miles Turpin, the director of mobility, and Peter, graciously, gave me an introduction there as you guys, well, all know. I will say that, that in my years of transit, we're very well rounded in mobility, in bus routes, light rail and project management as well.