



Agenda - Final revised
Capital Metropolitan
Transportation Authority
Board of Directors

2910 East 5th Street
Austin, TX 78702

Wednesday, January 12, 2022 11:00 AM 2910 East 5th Street, Austin, TX
78702

Special Board Meeting

This meeting will be livestreamed at <http://www.capmetrotx.legistar.com>

I. Call to Order

II. Public Comment:

III. Executive Session of Chapter 551 of the Texas Government Code:

Section 551.071 for Consultation with an Attorney related to future Leander transit options

Section 551.074 for Personnel Matters related to the President & CEO annual performance goals

IV. Action Items:

1. Resolution directing the President & CEO to work with the City of Leander and other small city members to present the Board of Directors with options related to future agreements for specified financial, project planning and real property matters.

V. Items for Future Discussion:

VI. Adjournment

ADA Compliance

Reasonable modifications and equal access to communications are provided upon request. Please call (512) 369-6040 or email ed.easton@capmetro.org if you need more information.

BOARD OF DIRECTORS: Wade Cooper, Chair; Jeffrey Travillion, Vice Chair; Eric Stratton, Secretary; Terry Mitchell; Becki Ross; Ann Kitchen, Leslie Pool and Pio Renteria.

The Board of Directors may go into closed session under the Texas Open Meetings Act. In accordance with Texas Government Code, Section 551.071, consultation with attorney for any legal issues, under Section 551.072 for real property issues; under Section 551.074 for personnel matters, or under Section 551.076, for deliberation regarding the deployment or implementation of security personnel or devices; arising regarding any item listed on this agenda.



Capital Metropolitan Transportation Authority

2910 East 5th Street
Austin, TX 78702

Board of Directors

Item #: AI-2022-318

Agenda Date: 1/12/2022

SUBJECT:

Resolution directing the President & CEO to work with the City of Leander and other small city members to present the Board of Directors with options related to future agreements for specified financial, project planning and real property matters.

**RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS**

**STATE OF TEXAS
COUNTY OF TRAVIS**

AI-2022-318

WHEREAS, the City of Leander has been a valuable partner with Capital Metro since 1985 and hosts the terminus station for the commuter rail Red Line service; and

WHEREAS, Capital Metro has a strong interest in serving the members of its service area, which today include the cities of Austin, Jonestown, Lago Vista, Leander, Manor, Point Venture, San Leanna, and parts of Travis and Williamson counties, and in the success of their economic development as they grow in population; and

WHEREAS, Capital Metro's partnership with small cities in the Central Texas metro area is critical to address our regional transportation challenges and in the success of our overall transportation system; and

WHEREAS, Capital Metro is committed to supporting the transit infrastructure throughout its service territories and to working with its regional partners to maximize the value of their transit investments.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metro Board of Directors that the Capital Metro President & CEO is directed to work with Capital Metro's small city members to:

- pursue utilizing the Build Central Texas (BCT) program or similar program to enter into ILA's for providing the annual fiscal year surplus sales tax revenue above the annual fiscal year total costs of service to regional communities for transit supportive infrastructure beginning in Fiscal Year 2022.
- include a \$10m transit supportive infrastructure fund in a FY22 Budget Amendment to fund transit supportive infrastructure projects proposed by small city members.
- forecast and estimate cost of service and sales tax projections to better understand the opportunities available to provide such funds and to better budget for future projects.
- identify transit supportive projects to design and construct and explore financial and planning support.

- explore disposition of unimproved real property that may support the economic development of Capital Metro service area members.

The Capital Metro President & CEO should present for consideration initial options to the Board for an agreement with Leander by January 24, 2022, with additional recommendation for other member cities by the August Board meeting.

Date: _____

Secretary of the Board
Eric Stratton

Leander Service

January 12, 2020

History of Capital Metro Service in Leander

- January 1985: Leander residents vote to join Capital Metro
- July 1985: Start of Capital Metro MetroExpress commuter bus service
- May 2000: Leander residents vote to reaffirm membership in Capital Metro
- March 2007: Leander Park & Ride opens
- March 2010: Red Line MetroRail service begins
- December 2019: On-demand Pickup Leander service begins
- September 2021: Broke ground on Leander-Lakeline double-tracking project

Capital Metro Capital Contribution Programs

- Capital Metro provides funding for transit-supportive capital projects in suburban member cities that contribute more in sales tax than transit services received:
 - Build Greater Austin (BGA) – previous program, from 1994 to 2004, for street and sidewalk repairs in all Capital Metro member cities.
 - Build Central Texas (BCT) – launched in 2005, annual funding program currently for Manor, Lago Vista, Jonestown, Point Venture, and San Leanna.
- Following the failed 2000 light rail proposition, Capital Metro and the City of Austin agreed to share 25% of sales tax revenue for city transportation projects.
 - Administered via interlocal agreement, new sales tax funding for the “Quarter Cent Program” ended in 2004 with the passage of the Red Line referendum.

Capital Metro Capital Contribution Programs

- Between 2000 and 2010, Leander received funding for transportation-supportive capital projects, as service costs were lower than sales tax contributions.
- In 2010, MetroRail service between Leander and Austin began, raising service costs above sales tax contributions; funding for transportation-supportive capital projects were paused.
- Leander may enter the Build Central Texas (BCT) program for transit supportive infrastructure when its sales tax contributions exceed the Capital Metro board-established service levels.

Current Partnership

- Monthly meetings with Capital Metro executive and board leadership, City of Leander elected and staff leadership.
 - Monthly meetings with Capital Metro and City senior staff to discuss communications, engagement, transit service, and capital projects.
- Advancing community art program in Leander.
- Developing additional transit-supportive infrastructure.
- Ongoing communication with City staff and community members on rail service and capital improvements.

City of Leander Transit Analysis

- Goodman Corporation hired by the City of Leander to conduct an analysis of Capital Metro services, recommendations for future service.
- Leander Transit Analysis questions and topics included:
 - What services does Leander receive from Cap Metro membership and how much does it cost?
 - How [do] Leander performance metrics align with national, state and peer city performance metrics?
 - What are the Leander Station area economic impacts?

City of Leander Transit Analysis Comments

- Capital Metro staff provided official comments and additional information for the Council to consider related to the Goodman Corporation report, including:
 - Pre-pandemic ridership should have been the basis of future transit demand
 - Report based on a 1-month Use Assessment during the pandemic and a single day license survey of the Leander Park & Ride
 - Future ridership analysis should incorporate Project Connect investments
 - Costs were estimated based on current pandemic ridership and service levels
 - Peer cities should include communities with comparable transit service or access to larger systems
 - Service proposals may not be viable options immediately on withdrawal

Recent Survey – Community



Methodology

- 300 intercept (in-person, tablet) surveys with Leander residents who do not use Capital Metro
- Data was collected from December 7-12, 2021 at shopping centers, grocery stores, and other public areas within Leander

Survey Finding Excerpts

- Two-thirds (2/3) feel that CapMetro adds value to the community
- The reason residents choose not to use CapMetro's services is primarily because they have their own transportation
- Half (50%) know people who ride or have used CapMetro's services in Leander
- One quarter are aware that CapMetro's services in Leander are funded, in part, by 1% sales tax
- Few are able to suggest changes or improvements to CapMetro's Services in Leander

Recent Survey – Customers



Customer Survey

Methodology

- 150 on-board intercept (in-person, tablet) surveys were conducted with CapMetro customers who are residents of Leander
- Data was collected from December 6-11, 2021

Survey Finding Excerpts

- Virtually everyone surveyed (96%) indicated that they are likely to recommend CapMetro to others
- No respondent disagreed with the statement that public transportation provides value to the community
- 74% use CapMetro services at least 3 – 4 times per week
 - Used primarily for commuting to and from work
- Suggested improvements include, More services, More weekend services, and Additional routes and stops

Leander City Council Discussion & Next Steps

- January 6: Leander City Council meeting
 - Discussed proposed special election ballot language, including statutorily required withdrawal language and sales tax repurposing options
 - Discussed resolution supporting the development of an interlocal agreement with Capital Metro for transit services

- January 20: Leander City Council meeting
 - Resolution placing withdrawal from Capital Metro on May 7 ballot
 - Resolution placing preferred sales tax repurposing language on ballot*

* Contingent on withdrawal from Capital Metro

Election on Continued Capital Metro Service

- Member entity can call an election for voters to decide if they should continue as members of the transit authority
- If voters elect to stay in Capital Metro, a withdrawal election cannot be held again for five years
- If voters elect to withdraw:
 - Transit service stops 24-hours after election is canvassed
 - Withdrawn member owes a net financial obligation based on a statutory formula
 - Sales taxes continue to be collected by the State Comptroller and sent to the transit authority until the financial obligation is fully paid

Financial Obligation on Withdrawal

- Financial Obligation is calculated based on assets and liabilities as of the date of withdrawal under a formula
- Estimated unaudited Financial Obligation for the City of Leander as of Sept. 30, 2021 = \$33,718,296



METRO

THANK YOU!