



Agenda - Final
Capital Metropolitan
Transportation Authority
Board of Directors

2910 East 5th Street
Austin, TX 78702

Wednesday, November 30, 2022

1:00 PM

**City of Austin Permitting and
Development Center
6310 Wilhelmina Delco Drive,
Austin, Texas 78752**

**CapMetro Annual Joint Partnership Work Session with the Austin City Council and
Austin Transit Partnership Board of Directors**

I. Call to Order

II. Discussion Items:

1. Staff Briefing and Discussion on the Project Connect Annual Management Report. No action will be taken.
2. Staff Briefing and Discussion on the status of the Light Rail Implementation Plan. No action will be taken.

III. 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: Jeffrey Travillion, Chair; Ann Kitchen, Vice Chair; Leslie Pool, Secretary; Becki Ross; Eric Stratton, Wade Cooper and Matt Harriss.

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.

2022 ANNUAL MANAGEMENT REPORT



Transforming Transit Together



Building trust with the community to transform the future of Austin transit together.



Jennifer Pyne, Chief of Planning & Risk Management



Sofia Ojeda, Director of Design



Renee Lopez, Member, Community Advisory Committee



Lisa Storer, Program Manager, Sustainability



Courtney Chavez, Director, Equity & Inclusion



Yannis Banks, Public Involvement Manager, MetroRapid



Lonny Stern, Interim Director, Community Engagement



Manan Garg, Senior Director, Design & Construction



Awais Azhar, Chair, Community Advisory Committee

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Introduction to ATP & Project Connect

Over the past year, Austin Transit Partnership (ATP) has focused on building trust with the community and moving the Project Connect program forward through our partnerships with the City of Austin and CapMetro. This year was another crucial step in transforming the future of Austin together through Project Connect's transit initiatives. Through ATP's commitment to transparency and accountability, the community has been engaged in every step of the work this year and will continue to be as we move forward. Even when faced with challenges, ATP is committed to fulfilling the contract with voters to ensure we a positive impact on the community.

"This year is another crucial step to transforming the future of Austin together through Project Connect's transit initiatives."

Project Connect is a transit system expansion designed to manage traffic demands from our region's rapid growth, expand options for commuters at all times of day, reduce climate change emissions from the transportation sector, decrease traffic fatalities, create jobs, and provide access to our daily needs. It will reach schools, health care, parks, and workplaces, as well as serve key destinations in our region for residents and visitors alike, including Austin-Bergstrom International Airport.

The project includes investments in neighborhood stabilization and affordable housing along transit corridors and a fixed rail and bus rapid transit system, including associated road, sidewalk, bike, and street design improvements, park & ride hubs, on-demand neighborhood circulator shuttles, and improved access for seniors and persons with disabilities.



Letter from ATP Board Chair

Board of Directors



Veronica Castro de Barrera
Board Chair

“ATP continues its dedication to providing an equitable, sustainable and scalable light rail program, in partnership with the community, to design a transit plan that will offer the greatest good for our region.”

I'm pleased to share the 2022 Project Connect Annual Management Report, as Chair of the Austin Transit Partnership Board of Directors. ATP's mission is to deliver the light rail transit investment in partnership with CapMetro, the City of Austin, and the community in a way that embeds equity, for those who need the service the most, as well as a sustainable system that will last for generations.

ATP's mission is to deliver the light rail transit investment in partnership with CapMetro, the City of Austin, and the community in a way that embeds equity, for those who need the service the most, as well as a sustainable system that will last for generations.

This report shares an assessment of the overall program and its progress in meeting these objectives over this past year, and celebrates the accomplishments of the partners who are making Project Connect possible.

With every opportunity, ATP continues to work toward transparency and accountability. This can be seen in the numerous community meetings and workshops held throughout 2022 to seek feedback from community partners and neighborhood groups along the light rail corridors to learn about preferences on project design and community needs.

Additionally, several community workshops were held to determine how ATP can best fulfill its commitment of \$300 million to mitigate the displacement of vulnerable populations impacted by transit development and construction. This work continues to be guided by the Equity Tool led by the City of Austin, in collaboration with the Community Advisory Committee.

This commitment to transparency can also be seen in the effort to inform community partners about the challenges Project Connect is facing. The same cost increases impacting families, businesses and economies around the world are also affecting Project Connect. These include rapid changes in market conditions, rising inflation, and increased construction costs.

The team has begun reviewing program optimization opportunities this year that will focus on the viability of project components. As we progress forward, the community engagement team will work with the community to share ATP's decision-making process and gather additional input that will inform project development.

ATP continues its dedication to providing an equitable, sustainable and scalable light rail program, in partnership with the community, to deliver a transit vision that will offer the greatest good for our region.

Sincerely,
Veronica Castro de Barrera,
ATP Board Chair



Jeffrey Travillion
Board Member



Juan Garza
Board Member



Mayor Steve Adler
Vice Chair



Tony Elkins
Board Member



Veronica Castro de Barrera
Board Chair



Dottie Watkins
Ex-Officio



Gina Fiandaca
Ex-Officio

Creating Partnerships

On November 3, 2020, City of Austin voters provided a dedicated revenue stream through an increase in their property tax rate to fund Project Connect. CapMetro and the City of Austin had come together to develop the Project Connect program to reflect what they had heard from Austin residents about what was needed in transit: a widely connected system that built equity for all Austinites, honored the shared value of sustainability and respect for the environment, and reflected the latest in technology and innovation in construction and transit operations.

The ballot referendum also authorized an independent board to oversee and finance the acquisitions, design and construction of the expansion program. In anticipation of a successful election, Capital Metro and the City authorized the execution of an interlocal agreement creating the Austin Transit Partnership. Our Articles of Incorporation were signed by the Secretary of State on December 23, 2020, establishing ATP as a local government corporation, and operations began on January 1, 2021.

Letter from Executive Director

It's with great pleasure that I present the 2022 Annual Management Report. This collaborative report by the Project Connect partners captures our commitment to transparency, equity, and accountability in implementing Project Connect for the people of Austin.

As a new organization, Austin Transit Partnership's identity is deeply rooted in these core values and our strong partnerships with CapMetro, the City of Austin, and an incredible range of community leaders, stakeholders, and residents in every part of this community. We are cultivating an organizational culture and approach that - prior to decision-making - we listen actively, engage in dialogue wherever we can, and move forward with our community, together.

Together we have advanced early projects in the program – investing in MetroRapid expansion, MetroRail improvements, Pick-Up zones, and putting \$100 million towards our community's efforts for displacement prevention. These efforts have demonstrated that each of our partnership entities are collaboratively performing their roles and responsibilities to deliver for Austin.

Earlier this year, ATP directly addressed the financial realities and challenges facing the light rail program. These challenges are well-known to families and employers across Austin: rapid changes in market conditions, rising inflation, and increased construction costs and property values; in addition to early changes in the project's scope. ATP is thoughtfully and rigorously assessing all possible options that will then allow us to begin implementing the light rail program. Our work on this Updated Light Rail Implementation Plan is grounded in data and expertise, and it embeds equity, sustainability, and transparency as guiding principles.

This report's theme, Transforming Transit Together, demonstrates how we will build a future that reflects our community's priorities. This management report offers a chance to reflect on where we've been, where we're going, and how our work will advance Austin's future.

As we begin ramping up toward Austin's transit future, ATP is building on trust and transparency. I want to thank our ATP Board, the Austin City Council and City staff, CapMetro's Board of Directors and staff, and all of the diverse voices across our community. I thank you all for your trust, hard work, patience, and friendship as we head into an exciting year in creating the transit system that Austin deserves.

Sincerely,
 Greg Canally
 ATP Interim Executive Director

“We remain fully committed to implementing Project Connect transparently, accountably, and equitably; to building the project within approved costs, and to ensuring Austin's future is on track to success.”

Roles & Responsibilities



- Responsible for the planning, design, financing, acquisition, procurement, equipping and construction of all light rail elements, including related facilities; and the Green Line
- Transfer \$300 million over 13 years to the City of Austin for anti-displacement
- Construct the MetroRapid, MetroExpress, Neighborhood Circulators, and Red Line components of system plan
- Operate assets once completed and to ensure operational readiness
- Commit revenues identified in the Estimated Long-Term Contribution
- Transfer dedicated property tax revenue to ATP
- Ensure adequate staffing resources related to design, utility relocation, permitting and anti-displacement programming
- Implement the transit-supportive, anti-displacement initiatives

Project Connect Values

When voters approved Project Connect in November 2020, the desire for progress was greater than just adding more buses and trains. The endorsement reflected the need to build a region that embraces every community and provides connectivity for all residents to the beauty and opportunities in our community. A more equitable, sustainable and innovative region that lives up to its potential. These community values, which we've heard throughout our ongoing community engagement efforts, are reflected throughout each project in the program:

OPPORTUNITY & EQUITY

- Project Connect will generate thousands of good local jobs and careers
- Connect more neighborhoods with a comprehensive rail and bus system reaching more areas of Austin and with higher frequency
- Make it easier for Austinites to access employment opportunities, healthcare, education, essential services, parks, and entertainment
- A \$300 million anti-displacement investment specifically to create and maintain more affordable places to live as well as ensure the benefits of Project Connect are equitably shared

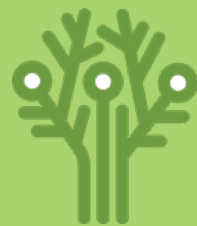
ENVIRONMENT & SUSTAINABILITY

- Project Connect will reflect the shared passion for the environment in Austin and the surrounding areas
- Commit to diligent stewardship of our climate during design, construction and operations of transit projects
- Set an industry standard for advanced green transit system operations by managing water use, landfill waste and carbon emissions in all operations
- Commit to a zero-emissions bus fleet

INNOVATION & TECHNOLOGY

- Project Connect will embrace the spirit of innovation and tech in Austin to make transit easier, more efficient and safer
- Make it easier for customers to get to their destination with up-to-date, digital wayfinding technology and customer fare systems
- Integrate modern, innovative design into infrastructure throughout the system, with stations and bus stops that reflect the neighborhoods they are in

Austin Transit Partnership Update





***“Project Connect
bridges communities,
builds connections,
and connects us all.”***

— Alvin Livingstone, PE

***Senior Director of Design
& Construction***

Light Rail

LAYING THE FOUNDATION FOR LIGHT RAIL

Over the past three years, significant work has been done to progress the light rail program as part of Project Connect. This innovative program is a first for Austin and will increase connectivity to more neighborhoods and transform the Austin region into one of the most equitable, sustainable, and innovative areas of the country.

The work to identify the Project Connect investment began with a goal of identifying a transit expansion vision for the entire community. The CapMetro Board adopted Locally Preferred Alternatives (LPAs) for light rail and MetroRapid in 2020, identifying the best routes for proposed light rail and expanded MetroRapid service, and the LPAs were subsequently codified in the City's Austin Strategic Mobility Plan.

In early 2021, public scoping meetings were held to share project development details with the community and solicit feedback on design preferences.

Coordination with Federal Transit Administration (FTA), a key investor in light rail, continued throughout 2022 to ensure the project's compliance with federal program requirements as the light rail design progressed. The Project Connect team continues to meet regularly in person with FTA to discuss topics such as light rail costs, project development, and ongoing work plans.

As with any infrastructure project that must be retrofitted into a built environment, light rail design involves many complex challenges, and the solutions come with tradeoffs. Throughout 2021, additional project development meetings were held to share these challenges with the community and to discuss options.

To support this process, dedicated community Working Groups were established along the light rail corridors with regular meetings. These focused conversations have continued through 2022, and most recently included design workshops to dig into more detail for design at the neighborhood level.

"I see our implementation plan coming to life. The community takes ownership and pride in the system we are co-creating."

— Sofia Ojeda, Director of Design

The technical team used the feedback to make refinements to, or further consider areas such as station design, accessibility, connectivity, anti-displacement and placemaking. At the same time, the technical team

was working to evaluate project components including utilities, water drainage, systems and vehicles, facilities and real estate.

PIVOTING TO MEET THE NEEDS OF TODAY

In April 2022, we informed the community that Project Connect's projected light rail costs had increased from \$5.8 billion to \$10.3 billion. This is a result of the same cost increases impacting families, businesses and economies around the world — rapid changes in market conditions, rising inflation, and increased construction costs. Looking forward, it's expected that costs will continue to rise above the projections laid out in April.

With the projected light rail costs nearly doubling, ATP has responsibly implemented an intense, intentional technical and community process that will allow for an assessment of cost changes, consider options for addressing them without additional tax money, and update the light rail implementation plan.

This sort of effort is a routine and essential part of any robust, large-scale public transit project and by doing this work now, much more expensive adjustments can be avoided later.

ATP's technical team began reviewing this past year the options for project components that could be changed, reduced, removed, or deferred. Five key areas for possible optimization and cost savings opportunities were determined for further evaluation:

1. Scoping and Design
2. Phasing and Segmentation
3. Service Plan and Technology
4. Sources of Funding and Partnership
5. Risk and Delivery Strategy

ATP established interdisciplinary focus groups, which meet weekly, to evaluate the technical feasibility of the optimizations and cost saving ideas within these five key areas. These focus groups center on various areas of the light rail program, including: light rail end points, downtown route, combined maintenance facility, stations, systems and vehicles, river crossing options, street cross sections and construction technology and materials. The focus groups will continue to meet this fall to develop viable alternatives using technical data, financial analysis, evaluation criteria, community feedback gathered to date, and equity and sustainability factors.

These alternatives will be developed into scenarios and will be shared with the community, with a focus on priority communities (see right) and equity, in the coming months to solicit feedback. Using this community feedback and the evaluation criteria, the technical team will move forward with financially viable and community supported options. Once options are approved, the project will move forward with environmental approval, final design and construction.

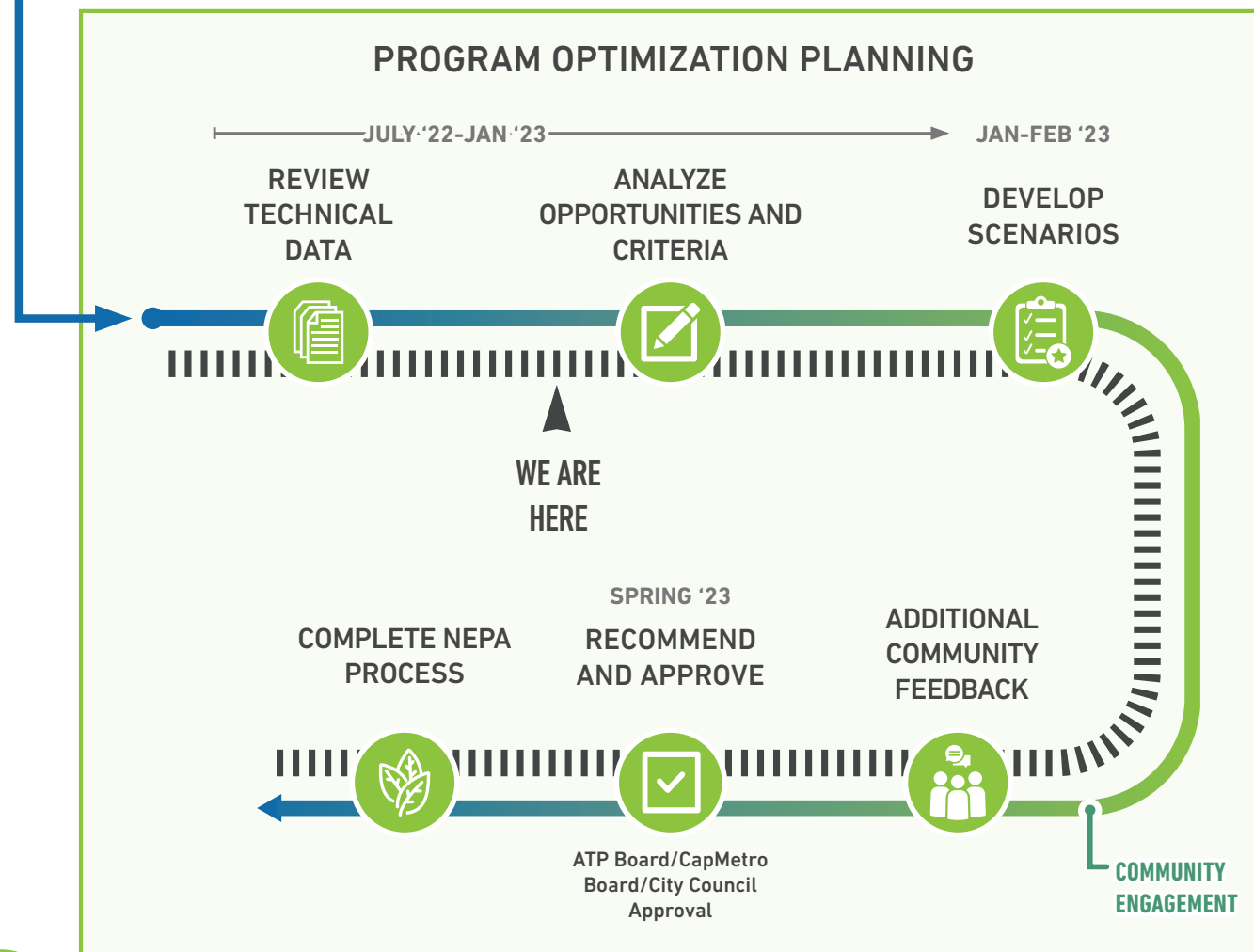
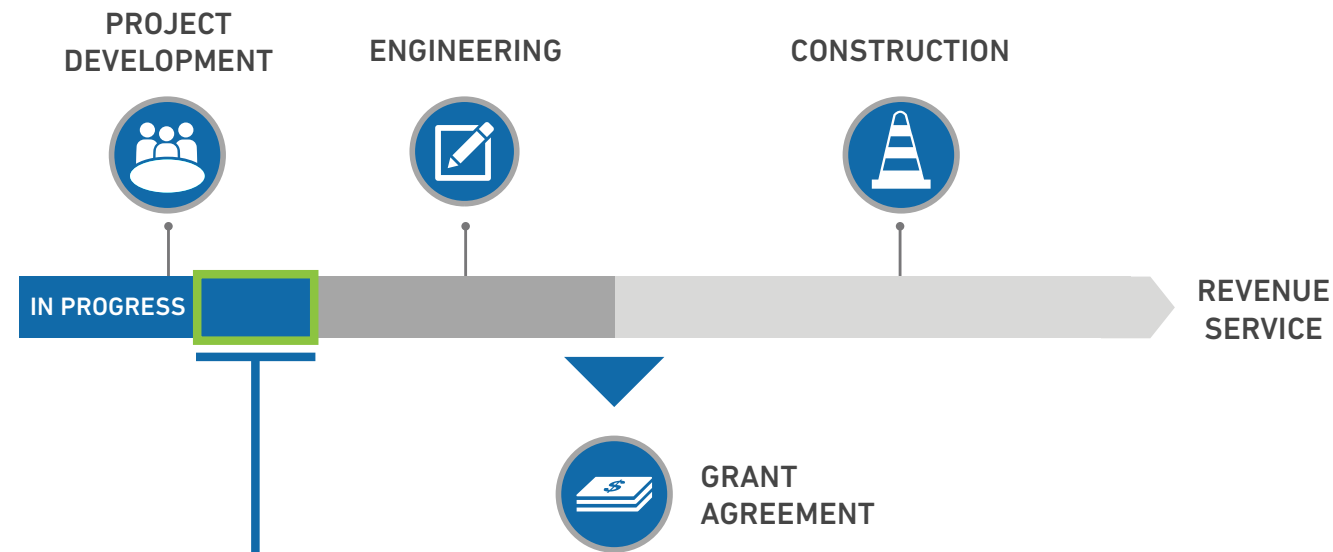
See the following page for a visual overview of our optimized light rail workplan.

Priority communities include those most likely to be impacted by Project Connect. For complete list, scan here:



<https://bit.ly/atp-jpa>

FEDERAL GRANT PROCESS & WORKPLAN



Community Engagement



COMMUNITY ENGAGEMENT IS CRUCIAL TO MOVING FORWARD TOGETHER

Project Connect has always been a community driven idea, a community driven vision. It is the responsibility of ATP, CapMetro, and the City of Austin to continue to make sure the community sees itself reflected in this investment in the future of public transit. Community engagement is essential to the molding of Project Connect through communicating aspirations of light rail implementation, equity, and hearing the voices of the community.

The ongoing community engagement efforts are built off the multitude of public meetings, joint CapMetro Board of Directors and Austin City Council work sessions, and the contributions of tens of thousands of community members who showed up to give feedback while Project Connect was being formed. People are at the center of Project Connect and crucial to the success of this collective community effort.

In spring and summer 2022 as light rail designs were underway, it was crucial to ensure the community provided input on design preferences. To obtain this input, ATP's Community Engagement (CE) team mounted a significant outreach and information campaign, using a wide variety of outreach methods. A total of 16 neighborhood-level working groups, public meetings and community design workshops were held from March–July 2022. These virtual meetings focused on how light rail line will interact within communities

From left to right:
Lonny Stern, Interim Director, Community Engagement
Yannis Banks, Public Involvement Manager, MetroRapid
Jocelyn Vokes, Public Involvement Manager
Vikram Sinha, Public Involvement Manager

COMMUNITY ENGAGEMENT EFFORTS – 2022 SNAPSHOT

Outreach included:	79	In-person meetings	25,000
	56	Virtual meetings	
	1	Hybrid meeting	

Project Connect interactions with community members since start of program

along the corridors. Participants had a chance to provide feedback regarding access to stations and preferred amenities, such as bike and pedestrian pathways. The input from these groups were used by the design teams to further develop design preferences for the light rail program.

The CE team also utilized innovative ways to gather community input during virtual meetings to get insight into neighborhood priorities and concerns. Participants were able to see their feedback in real-time using an online polling application. The benefits of this method included transparency and exposure to the diverse perspectives of others in the community. The information gathered from these surveys provided critical guidance to the Project Connect team.

“As an attendee of these meetings, it was really exciting to give my feedback and see how my feedback relates to the experiences of all the other community members in the same space.”

— Awais Azhar, Community Advisory Committee Chair

It's important for the community to know their feedback matters and their voices are heard. To ensure the community had the opportunity to provide input and ask questions, a dedicated online community engagement library was developed to capture all meeting presentations and materials. Community members could visit the library to view past meetings and presentations, and then provide comments and feedback via email.

An emphasis was placed on describing the community feedback loop and how community input was received and incorporated into the decision-making process. To demonstrate how community feedback was incorporated, the CE team provided a summary of previous feedback themes and how they were incorporated into the overall light rail design.

At-stop outreach and flyer distribution were also implemented to ensure every meeting reached its maximum effectiveness and accurately represented the community. The team went out to current transit stops, plus businesses and homes in the area to hand out flyers about the meetings and other outlets through which stakeholders could give feedback.

“Historically people with disabilities are often not taken into consideration. I've been really pleased Project Connect has talked to people with disabilities, different organizations around town. The best thing about this project is it listens to the citizens. That's what's going to make it work.”

— Renee Lopez, Community Advisory Committee Member

In advance of the working group and community design workshops, ATP also began a series of more than 120 meetings with potentially affected property owners. To be open and transparent about Project Connect, property owners were notified via mailers and reached out proactively with phone calls and emails from the project team to set up one-on-one meetings. During these meetings, property owners were shown preliminary design schematics and potential right-of-way impacts for their properties. Feedback from these meetings helped provide crucial input and bring important issues facing businesses and property owners to the Project Connect team.

PROJECT CONNECT RECEIVED CORE VALUES AWARD FOR COMMUNITY ENGAGEMENT EFFORTS

This September, Project Connect was recognized by The International Association for Public Participation (IAP2), with the Core Values Award for the different ways the team engaged, listened to and incorporated the community's vision into the Project Connect program.

Each year, IAP2 affiliates around the world celebrate excellence in the profession through the IAP2 Core Values Awards. The awards go to projects and organizations which best demonstrate IAP2's Core Values and help to raise the bar in the field of public engagement. There's still a lot of work to be done, but this award reflects the hard work of so many community partners.

As ATP updates the light rail implementation plan, community engagement will be a crucial part throughout this process. The community feedback gathered to date, as well as ongoing workshops with Project Connect committees and groups focused on evaluation criteria, will be vital to next steps ATP takes in assessing the development of scenarios for the light rail program.

“Project Connect was overwhelmingly supported by voters, but to keep the community's support we must be extremely transparent about the difficulties in bringing this system online in the coming years.”

— Jeremy Hendricks, Community Advisory Committee Member

As we move into 2023, ATP's CE team will work with every part of the community to discuss options for delivering on the goals of Project Connect, and to gather additional input to inform implementation of the first investment of light rail in Austin. The CE team will also continue to work hand-in-hand with CapMetro and the City of Austin to foster more community involvement and continue to ensure Austinites see themselves as a vital part of Project Connect.



***“One dream.
One team.
One cause.”***

— Manan Garg, PE

***Senior Director of
Design & Construction***



Advisory Committees

A key element of engagement with the public is consultation with advisory committees, which meet routinely to advise the board, staff and consultants on specific areas of the program:

COMMUNITY ADVISORY COMMITTEE (CAC)

Focus on how equity and sustainability are imbued throughout Project Connect with specific focus on the use of the \$300 million anti-displacement investments, development of key performance indicators (KPIs), and equitable transit-oriented development study. Additionally, the CAC provides input on program equity with EAC, FAC, and PSEC committees. Staffed by: Nefertitti Jackmon, Community Anti-Displacement Officer (City of Austin), Lonny Stern, Director of Community Engagement (ATP) and Courtney Chavez, Director of Equity & Inclusion (ATP).

ATP staff and advisory committee members at a workshop on October 22



ENGINEERING, ARCHITECTURE, CONSTRUCTION (EAC)

Advisory Committee Focus on technical engineering, architecture, and construction. Staffed by: Peter Mullan, Chief of Architecture and Urban Design (ATP) and John Rhone, Deputy Program Officer (ATP). Board Liaison: Chair Veronica Castro De Barrera.

FINANCE AND RISK ADVISORY COMMITTEE (FAR)

Focus on program budget, audit, and financing. Staffed by: Diane Siler, Interim Chief Financial Officer (ATP). Board Liaison: Tony Elkins.

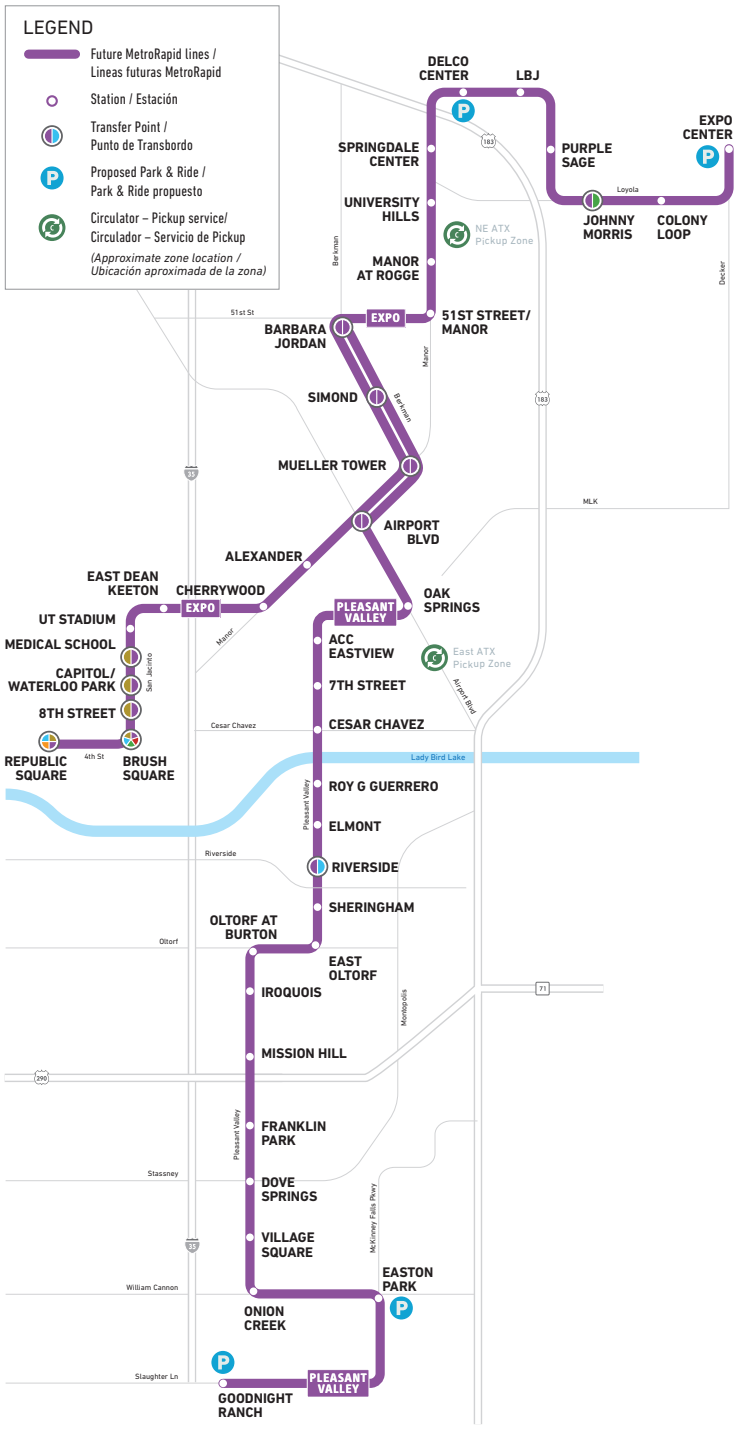
PLANNING, SUSTAINABILITY, EQUITY AND DBE ADVISORY COMMITTEE (PSEC)

Focus on disadvantaged business enterprise and local business support programs, community planning and engagement other than anti-displacement funding, program equity, urban design, accessibility, sustainability, and environmental programs. Staffed by: Peter Mullan, Chief of Architecture and Urban Design (ATP), Courtney Chavez, Director of Equity & Inclusion (ATP), and Lisa Storer, Sustainability Program Manager of Sustainability (ATP). Interim Board Liaison: Gina Fiandaca.

CapMetro Update



MetroRapid Bus Projects



TWO NEW METRORAPID ROUTES

Exciting progress has been made on two new MetroRapid routes: the Expo Center line and the Pleasant Valley line. These are the first MetroRapid routes to begin service as a part of Project Connect. These routes will bring additional high-capacity transit options to critical areas of the Austin region, utilizing a zero-emission fleet of new electric vehicles.

MetroRapid routes offer high frequency peak service with limited stops, traveling in traffic flow (with some priority lanes), transit signal priority treatments, and new zero-emission vehicles. The vehicles come with state-of-the-art technology, including plug-in and overhead vehicle charging, USB charging ports for riders' devices, open seating floor plan and digital displays to provide customers with clear and timely communications. Station amenities will include cameras for enhanced security, improved lighting, ticket vending machines, and real-time arrival and departure technology. All stations will be fully accessible for all customers, providing multimodal connections with access for people walking and biking. The MetroRapid projects include four new station designs, instead of one standard, in order to be more responsive to the needs of the customers at each of the stations.

EXPO CENTER LINE

A rousing performance from the LBJ Early College High School Band greeted State dignitaries, community members, CapMetro and ATP Board Members and staff, City Council Members, and students from LBJ ECHS when they all gathered to break ground on the Expo Center MetroRapid line on December 15, 2021.

The Expo Line is a 12-mile route with 44 stations designed to provide a one-seat ride between the Travis County Exposition Center and downtown. The

route will establish high-quality service east of I-35, providing access to major destinations, including UT, the Capitol, Mueller, Delco Activity Center, and Travis County Expo Center. The northeast end of the route will be a 150 space Park & Ride at the Expo Center. The Expo Line also includes future connections to light rail and Red and Green rail lines, giving customers even more transit options to move throughout the city.

PLEASANT VALLEY LINE

In February, CapMetro broke ground on the second Project Connect MetroRapid route, the Pleasant Valley line. State dignitaries, CapMetro and ATP Board Members and staff, City Council Members, and other elected officials and community members spoke about the importance of the Pleasant Valley line to address historically underserved areas in Austin.

The Pleasant Valley line is a 14-mile route with 43 planned stations designed to provide fast, frequent bus service between Mueller and Goodnight Ranch mixed-use communities on Slaughter Lane. This route will provide service from northeast to southeast Austin and establish high-quality transit service east of I-35. The new route will connect customers to multiple other destinations including the Springdale Shopping Center, ACC Eastview, Austin Lighthouse for the Blind, Dove Springs, Easton Park and Goodnight Ranch.



(Top) LBJ Early College HS Band performs at Expo groundbreaking (Right) Leaders break ground at Pleasant Valley event



METRORAPID PLEASANT VALLEY LINE
CONNECTING OUR COMMUNITY FOR A MORE EQUITABLE & SUSTAINABLE FUTURE

MetroRail Red Line Projects

REGIONAL RAIL ENHANCEMENTS

MetroRail Red Line improvements filled 2021–22 with groundbreaking and project kickoffs. The regional rail service operates from downtown Austin through Central and Northwest Austin, up to the city of Leander. The Red Line enhancements funded through Project Connect will support increased commuter rail service, bolstering ridership and mobility options to support continued population growth. The Red Line will provide connections to the larger light rail transit system, as well as MetroRapid and MetroBus routes.

The Project Connect financial model includes \$25 million towards Red Line improvements, including the following projects, which are all necessary to deliver on the commitment of enhanced service for CapMetro customers along the Red Line:

- Incorporating double-tracking for higher frequency service and improved reliability
- Adding the new McKalla & Broadmoor Stations
- Incorporating quiet zones along the route
- Designing a grade separation between vehicle lanes and the Red Line near Crestview Station (North Lamar/Airport)

RED LINE TO LEANDER DOUBLE-TRACKING

Double-tracking construction kicked off in 2022, a significant improvement to key areas of the Red Line route. This additional track enables increased service frequency and on-time reliability by allowing trains to move in either direction at the same time rather than sharing a single track. Double-tracking is currently being constructed between Lakeline and Leander Stations and achieved substantial completion in fall 2022.

MCKALLA STATION CELEBRATION

On July 18, the Project Connect team, soccer fans, elected officials, ATP and CapMetro Board members, City of Austin staff and members of the public celebrated to kick off the new Red Line McKalla Station, being built adjacent to Austin FC Q2 Stadium. Funded as part of Project Connect, McKalla Station will provide increased mobility and transit options for the vibrant, growing North Burnet area. Scheduled for completion in late fall 2023, the station is located along the east side of Q2 Stadium, near Delta Drive, on the MetroRail Red Line between Braker Lane and Rutland Drive. The McKalla Station project also includes enhanced bicycle and pedestrian amenities through a partnership between CapMetro and the City of Austin, which will also improve connections to existing multi-modal facilities.

Regarding the importance of McKalla Station to area mobility enhancements, CapMetro Board Member and Austin City Council Member Leslie Pool stated, “This partnership is a shining example of private and public organizations working together for the benefit of our city to bring affordable and connected living opportunities to our residents. This station will connect the entire city to the emerging businesses and mixed income neighborhoods in the area, as well as address traffic and increase access for essential workers.”

BROADMOOR STATION

In January 2022, CapMetro, City of Austin dignitaries, and representatives from Charles Schwab gathered to celebrate the public/private partnership formed to develop the Broadmoor Station, which will be a key multimodal station on the Red Line. Broadmoor will be located about a half-mile north of the existing Kramer Station (Kramer will close when Broadmoor opens) on the Red Line. The new station is supportive of the Project Connect transit expansion program and leverages a parcel of land donated from Charles Schwab & Company’s 50-acre Gracy Farms campus. Broadmoor will provide multimodal transit options for people to get to the Domain, and will feature two double-length, covered platforms, over half a mile of new track, more than 400 shared parking spaces for transit users, pedestrian and bike-friendly pathways, and safety and security enhancements. The station will also enable easy transition to MetroRapid lines, ensuring connection to the wider transit system. Permitting is almost complete; construction will start in early 2023, and the station is currently scheduled to open in late 2024.

QUIET ZONES

To minimize the impact of higher frequency trains and improve the experience for riders as well as neighbors of the Red Line, CapMetro has instituted four additional “Quiet Zones” at Kramer, Braker, Rutland and Rundberg crossings. These quiet zones along the Red Line are areas where train conductors do not blow their horns as they pass cross streets on their routes. The quiet zones will be constructed as part of the McKalla Station double-track and drainage improvement project, which is scheduled to be completed in late 2023.

CRESTVIEW GRADE SEPARATION DESIGN

This is a locally-funded project to design a grade-separated rail crossing for MetroRail and freight operations. The project will enhance safety and mobility by using an underpass at the intersection of North Lamar and Airport to separate rail traffic from road traffic. Benefits of grade separation include significantly enhanced safety as car traffic and commuter/freight rail are separated, a decrease in traffic congestion and auto accidents, and a quieter intersection as there is no need for train horns. Preliminary design is complete and environmental clearance on the project is pending from TxDOT, expected in late fall 2022. A grant application for federal funding to complete the design will be submitted in late fall, and CapMetro will continue to partner and coordinate with ATP & TxDOT on this opportunity.



Artist conceptual rendering

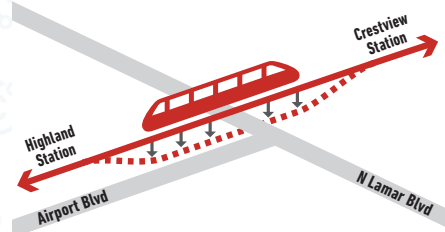


Diagram of grade-separated rail crossing

Drummer of La Murga de Austin, playing at the McKalla Celebration



Equitable Transit Oriented Development



With Project Connect, Austin has a once-in-a-generation opportunity to invest in major public infrastructure that reflects the community's values: equitable opportunity, a shared passion for the environment, and embracing the spirit of innovation and technology. Transit Oriented Development (TOD) is a way to build cities that prioritize tightly connected neighborhoods with a mix of residential and commercial uses. Equitable Transit Oriented Development (ETOD) ensures an equity lens on TOD in order to:

- Create new economic opportunities for residents of all income levels;
- Mitigate displacement and potential adverse outcomes of new development
- Encourage market-supported development along transit corridors.

WHAT DOES IT MEAN AND WHAT IS THE OUTCOME? WHO IS DOING IT?

Project Connect investments will certainly increase the demand for housing and services near the new transit

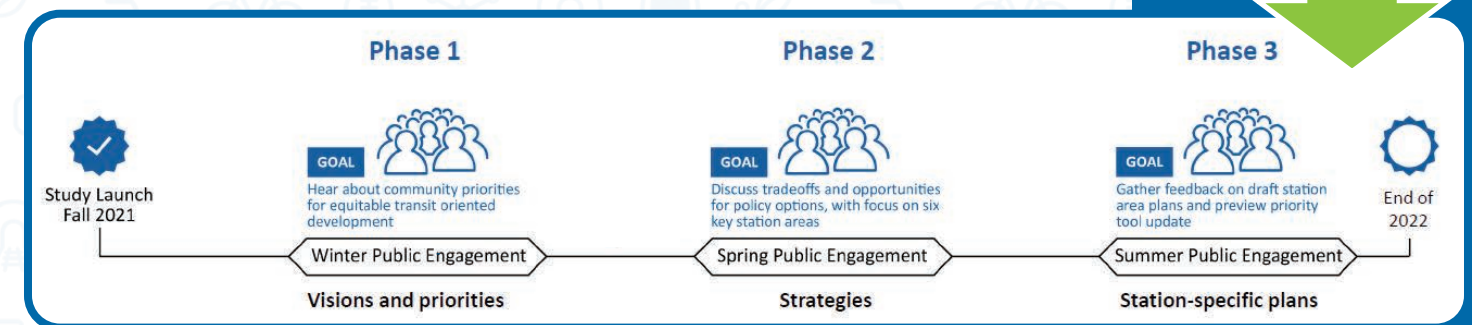
stations, requiring a commitment to equitable outcomes that benefits people who have not historically benefited from infrastructure projects in Austin. CapMetro, the City of Austin and ATP are working with communities along Project Connect's future transit corridors to develop policies and principles for ETOD. These ongoing community discussions will help the Project Connect team make the most of the opportunity provided by the \$300 million anti-displacement fund created by voters in 2020 to create a more just and inclusive transit network in Austin.

TURNING UP THE VOLUME ON COMMUNITY VOICES

Community engagement is at the forefront of project plans for the ETOD project. A major engagement initiative in 2022 was community ambassador program. The CapMetro team formed a diverse group called the "Community Connectors." They helped engage residents and businesses to ensure underrepresented communities are part of the ETOD efforts and recommendations. The Connectors also support one of Project Connect's main objectives: to consider all future transportation investments through an equity-based framework.

The ETOD discovery intentionally turned up the volume on voices from Austin's BIPOC (Black, Indigenous, People of Color) community, low-income earners, people with disabilities, non-English speakers, transit users and elderly residents. Along with the Connectors, to reach this goal, the project team (1) defined targeted methods for reaching these key communities in unconventional ways, and (2) turned down the volume of voices that traditionally have dominated public engagement forums. Pictured below are the three project phases representing: extensive in-person outreach, including events and meetings, focus groups, surveys, and virtual meetings.

ETOD PHASES



MOVING ETOD FORWARD

After all data has been analyzed near the end of 2022, the final ETOD results will be shared. Then, guided by the data, the City of Austin will develop policies for pursuing and accurately measuring equitable outcomes across station areas and populations as Project Connect is implemented in the Austin area.

Through this project and beyond, CapMetro, the City of Austin and ATP are committed to listening to underrepresented communities in Austin and ensuring that all of Austin's diverse communities will benefit from implementing Project Connect. Below are the principles that the ETOD process (engagement, study, agency input) has concluded are the main objectives and goals as policies are implemented. Beyond ETOD, these principles will help support Project Connect and the future of Central Texas transit.

Equitable Transit Oriented Development (ETOD) in Austin supports these principles:

- Enabling Austin area residents to benefit from safe, sustainable, and accessible transportation
- Helping to close the racial health and wealth gaps
- Preserving and increasing housing opportunities that are affordable and attainable
- Expanding access to high-quality job and career opportunities
- Supporting healthy neighborhoods that meet daily needs
- Sustaining Austin's diverse cultural heritage and small businesses

New Equitable Fares

Project Connect transit services and assets will be operated and maintained by CapMetro once completed, and fares will be established as part of CapMetro's fare policy and structure. Light rail fare media, the methods by which fares are paid or issued, will be the same across all CapMetro-operated modes. In 2022, stemming from the desire to make transit fares more equitable for everyone in the Austin-area community, CapMetro conducted a fare structure analysis and identified two programs that will drive enhanced equity for CapMetro riders:

- Fare capping: limits how much a rider pays for all trips in a day or month
- Equifare: An additional discounted fare category for income-eligible customers
- Customers using the MetroRapid lines and Red Line enhancements will benefit from access to these critical programs beginning in early 2023.

For modeling purposes, the staff's current assumptions are that light rail fares will be the same as local service, and we are noting this assumption publicly as fare-related engagement continues. We see this as an equity approach and a similar strategy that peer transit systems are moving toward because of the similarities in services provided. However, fare pricing and structure are policy decisions for CapMetro's Board to make; a future CapMetro Board can choose to make their own decision regarding fare pricing and structure when they consider this topic.

FARE CAPPING

Fare capping prevents customers from being charged more than a day pass in a single day, and more than a month pass over the course of a month, eliminating the need to purchase a pass upfront to save. Under a fare capping system, the rider who pays separately for each individual trip will pay no more than someone who pays in advance for a weekly or monthly pass.

This means that customers paying for individual bus fares as they ride get exactly the same benefits as customers who pay upfront for a discounted pass, increasing equity and transit access.

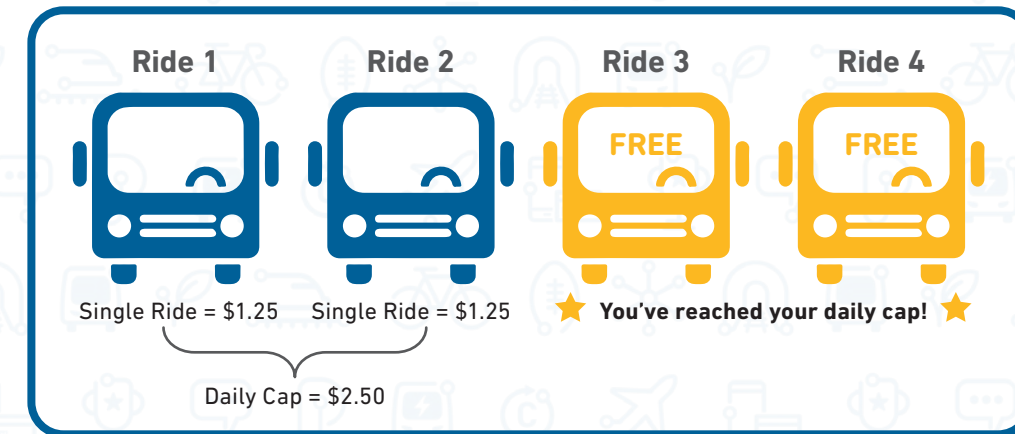
Benefits of fare capping for passengers:

- Guarantees customers are charged the best fares and are never overcharged for their daily/monthly trips
- Customers don't have to determine the best value pass to buy upfront, which enables customers to pay-as-you-go and receive the same benefit as purchasing a fare pass in advance – particularly important for customers who struggle to purchase the pass upfront, or whose travel is spontaneous or unpredictable
- Facilitates flexible fares to support today's commuter environment

Benefits of fare capping for transit agencies:

- Helps social equity and accessibility of best fares for all customers without discrimination
- Incentivizes greater and easier use of public transit
- Helps to reduce dwell time at bus stops with more customers using smart cards or mobile devices
- CapMetro can set fare cap parameters according to service provided

HOW FARE CAPPING WORKS – 1 DAY



EQUIFARE

In addition to fare capping, the CapMetro Board authorized the creation of another fare category to enhance equity in the fare structure: Equifare. This fare category provides a reduced price fare to eligible customers. People who are eligible/qualified for certain social service and assistance programs or who have a household income below 200% of federal poverty level are eligible to receive Equifare transit pricing.

		CURRENT FARE TYPES		APPROVED
		Standard	Reduced †	Equifare
Local Bus	PASS TYPE			
	Single Ride	\$1.25	\$0.60	\$1.00
	Day Pass	\$2.50	\$1.25	\$2.00
Commuter Bus & Rail	Month Pass	\$41.25	\$20.60	\$33.00
	Single Ride	\$3.50	\$1.75	\$3.00
	Day Pass	\$7.00	\$3.50	\$6.00
Month Pass	\$96.25	\$48.10	\$77.00	

† Eligible groups: seniors 65+, Medicare card holders, active-duty military personnel & riders with disabilities



HOW IT WORKS

To access the new fare programs, customers will use an Amp account in the form of either a physical smart card or new version of the CapMetro App. Amp technology tracks rides to provide customers with the money-saving benefits of our new fare programs.

Money can be loaded by using a credit card connected to the rider's account or by loading at one of the 250+ participating retail outlets in the Austin area. When launched, CapMetro will utilize bilingual street teams, community engagement events, social media, and at-stop distribution of cards to gain participation and community awareness of the new programs.

Staff will also be working with non-profits and agencies that provide housing, healthcare, education and unhoused services to educate and sign up their clients in person, including organizations like Foundation Communities, Austin Area Urban League, Casa Marianella, ECHO, and many others. Community-based organizations, community leaders, and local agencies are critical to spread the word and gain widespread adoption of AMP and the new fare structures.

This new technology supports CapMetro values and uses the latest technology to enhance rider experience; values which are also shared across the Project Connect program. The proposed fare structure ensures that as fares adjust over the years costs for transit passes remains affordable for low-income customers.

NEXT STEPS

- Work with community and stakeholders to collaborate to improve existing fare programs using the new fare technology and programs
- Engage in a deliberative and thoughtful approach that withstands the test of time
- Work with social service providers and partner agencies to reduce administrative barriers and increase access to transit service for unhoused and low-income customers

TIMING

The Amp card and the new technology is currently in test phase to remedy challenges before the program launches in 2023.

City of Austin Update



Project Connect Office



From left to right:
Jenn Golech, Liane Conte,
Annick Beaudet, John Powell,
Alyssa Hedge, George Adams,
Nan Dowling, Beth Robinson

This year the City of Austin Project Connect Office (PCO) continues to work in close collaboration with ATP and CapMetro on all aspects of the Project Connect program. Two significant achievements that are critical to this early phase of the project are a foundational ordinance to ensure regulations and permitting

procedures are tailored to the unique needs of light rail and the Utility Rules of Practice that serves as a shared methodology for utility relocation.

A FOUNDATIONAL ORDINANCE ADDRESSING THE NEEDS OF PROJECT CONNECT

In November 2022, City Council approved an ordinance that lays an initial foundation to support the permitting and construction of Project Connect. This work was initiated through a resolution that directed staff to review City Code, Criteria Manuals and permitting procedures to identify impediments to Project Connect implementation.

The need for this review was in part inspired by a 2021 Eno Center for Transportation report that identified local regulation, permitting, and decision-making procedures in the U. S. as an obstacle to achieving viable, cost-effective transit systems. The report also noted that successfully constructed mass transit systems apply modified regulations and review procedures to accommodate the unique challenges of transit construction.

The ordinance is not predicated on a specific design or scope, but rather creates a place for transit-specific regulations, expands permitting options, clarifies uses, and provides a programmatic approach to construction noise mitigation. As we learn more about design and construction in the coming months and years, additional amendments may be proposed.

UTILITY RULES OF PRACTICE

PCO coordinated with ATP and City utility departments to write the Utility Rules of Practice (UROP) as a methodology for reviewing and approving utility conflicts along the proposed light rail alignments. The document is a comprehensive solution to the effort to relocate utilities for the purpose of implementing high-capacity transit. The UROP will be administratively approved and will guide the utility design work for the light rail program.

Housing and Planning Dept.

\$300 MILLION FOR ANTI-DISPLACEMENT INVESTMENTS AND STRATEGIES

In addition to the transit system investment, voters approved \$300 million in funding to mitigate indirect displacement of existing residents as cost of living rises due to new transit infrastructure. The main goals of the investment are to protect those most vulnerable to displacement, preserve existing affordable housing, and produce opportunities to expand housing options. The City of Austin's Housing and Planning Department will be responsible for the implementation of the \$300 million investment.

FRAMEWORK AND TOOLS GUIDING INVESTMENTS

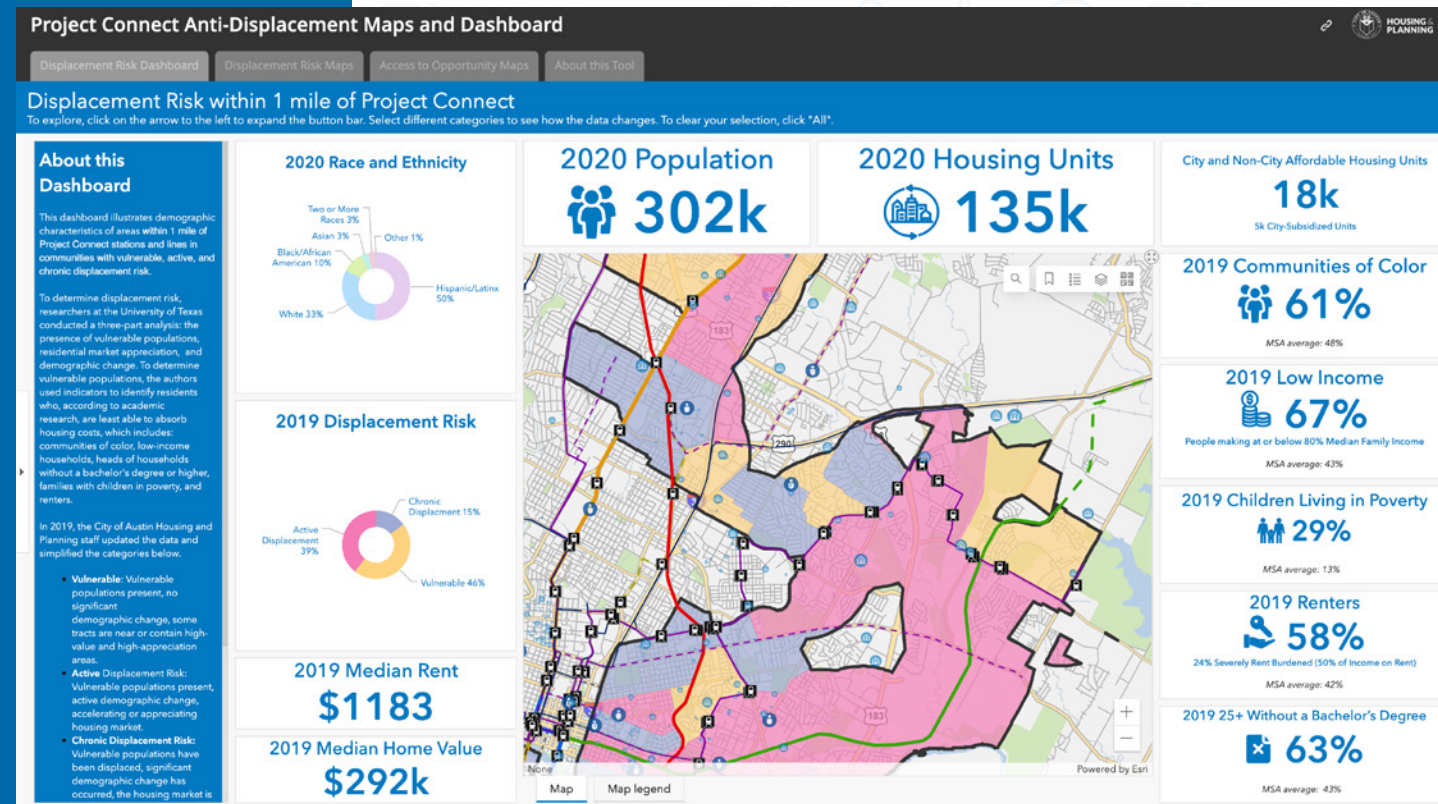
Austin has often been known as a city of innovation. Project Connect anti-displacement investments are a bold opportunity for the city to demonstrate our innovation by thinking and acting differently and centering vulnerable residents in our decision-making processes.

The City is pushing the boundaries beyond mere innovation, and centering community innovation as the focal point of the anti-displacement investments. The Equity Tool has helped to establish community priorities. The "Nothing About Us Without Us" Report & Equity Tool, which were released to the public February 1, 2022, allows decision-makers and community members to evaluate how to spend the anti-displacement dollars, prioritizing community-generated solutions and projects that help those most at-risk of displacement near transit lines. The Equity Tool can also be used to assess how transit investments may impact vulnerable communities.

With finite resources, it is imperative that we be smart and intentional about where the dollars are spent in order to have a meaningful impact on the communities we are seeking to preserve. The multi-pronged approach that informs the investment strategy consider:

- who is most vulnerable
- where displacement may occur near Project Connect lines
- what needs to happen to prevent displacement
- when investments should be made, and
- how the voices of those most impacted are centered in decision-making

(continued)



Anti-Displacement Maps & Dashboard provide relevant data on neighborhood vulnerability risk. This information will help focus where to make investments and provide guidance on how we invest, with the goal of protecting vulnerable households. The dashboard illustrates demographic characteristics of areas within one mile of Project Connect stations and lines in communities with vulnerable, active, and chronic displacement risk. A companion Public Performance Dashboard will track progress of investments made and the impact to communities. The Public Performance Dashboard will be released in 2023.

INITIAL INVESTMENT OF \$65 MILLION FOR ANTI-DISPLACEMENT INITIATIVES

The \$300 million for anti-displacement initiatives will be invested over 13 years. \$100 million is distributed over the first three years, with \$23 million for FY 2020-21, \$42 million for FY 2021-22 and \$35 million for FY 2022-23. \$20 million will be available each year for the remaining 10 years.

The \$65 million investment for the first two years has been allocated to three focus areas:

LAND ACQUISITION: \$23 million is available for land acquisition, which is further divided into two tranches. \$8 million is available in zero-interest loans to eligible 501(c)(3) nonprofits to preserve and develop affordable housing and purchase land for future development. The remaining \$15 million will be used by the Austin Housing Finance Corporation to acquire multifamily properties

and extend or preserve affordability along Project Connect lines.

- **ACHIEVEMENTS:** As of September 2022, 110 units of naturally occurring affordable housing have been acquired.

COMMUNITY-INITIATED SOLUTIONS: \$20 million in funding is available for Community Initiated Solutions, a community driven and informed process that centers community strategies to address displacement recognizing that people who are closest to problems have expertise and knowledge to contribute to solving some of the challenges that they face.

Community-based organizations were provided with resources to focus on the needs of vulnerable neighborhoods. Thirty-seven nonprofit organizations and partnerships submitted proposals for initiatives designed to prevent the displacement of renters and homeowners and create economic mobility opportunities, and a total of 14 organizations were selected for funding.

Critical to the success of the Community-Initiated Solutions were the community evaluation panelists who were recruited to identify successful applications. The community evaluation panel was composed of 25 practitioners, academics, and stakeholders from communities most impacted by displacement. Panel members were selected from a pool of 88 applications. The panel reviewed and scored proposals using criteria informed by the “Nothing About Us Without Us” Report & Equity Tool. The list of scored and ranked proposals was then provided to a working group of the Project Connect Community Advisory Committee (CAC). The CAC then made final recommendations, which were approved by the Austin Housing Finance Corporation in September 2022.

These community driven processes are not simply innovation, it is community innovation to propel the City of Austin toward transportation and housing solutions that are equitable for Austinites.

- **ACHIEVEMENTS:** The Austin Housing Finance Corporation approved the allocation of the \$20 million to 14 organizations in September 2022.

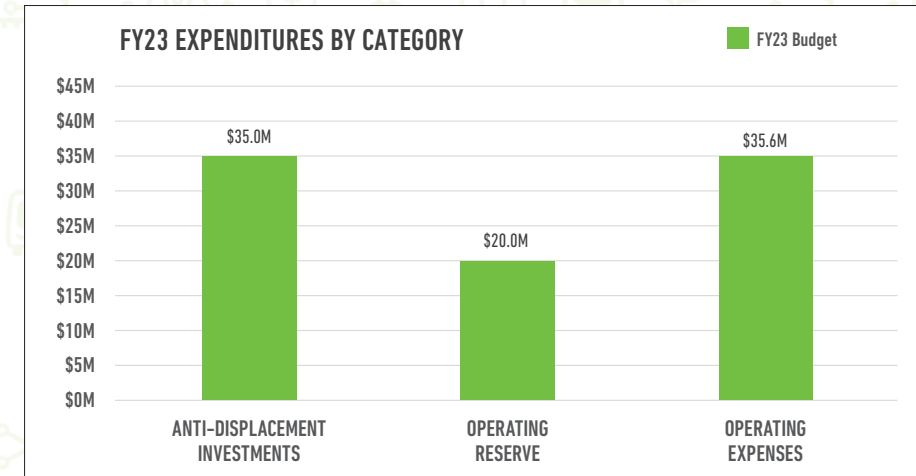
LAND DEVELOPMENT: \$21 million will support the acquisition, rehabilitation, and construction of affordable housing. The funds will provide private and nonprofit developers with state tax incentives and bonds and be administered through the City’s existing development assistance programs.

- **ACHIEVEMENTS:** This funding has been pooled with other City funding to support five developments resulting in 380 rental units affordable below 50% MFI and 23 ownership units affordable below 80% MFI within one mile of Project Connect in areas vulnerable to displacement.

Financial Update

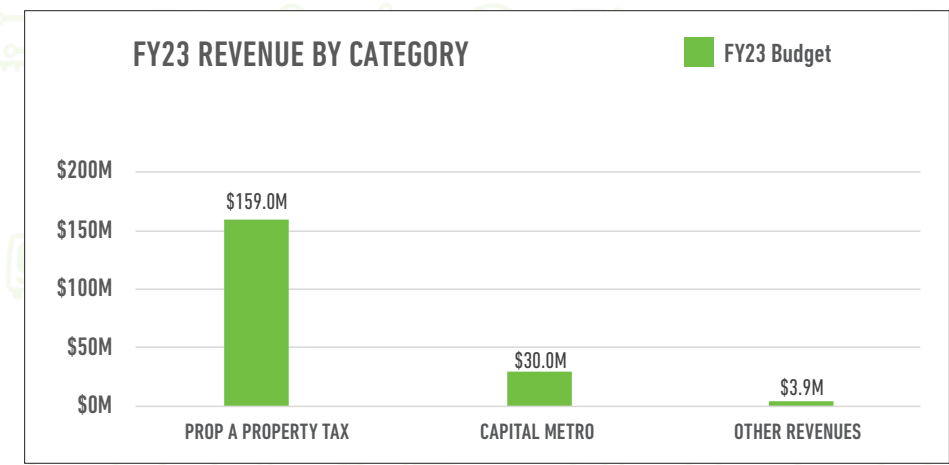
FY 2022-2023

The FY 2022-23 Budget, Austin Transit Partnership's second full-year budget, totals \$90.6 million, with 39% of the funding, or \$35.0 million, budgeted for transit-supportive anti-displacement investments, 22% to seed a new operating reserve with \$20.0 million, and the remaining 39% funding operating expenses. ATP accounts for all operating costs within the Operating Fund.



SOURCES OF FUNDS OPERATING

ATP's FY23 total revenue is projected to be \$192.9 million. The property tax revenue represents approximately 20% of the total operations and maintenance property tax collected by the City of Austin. CapMetro contributions to ATP total \$30.0 million: \$10.0 million from the Capital Expansion Fund and \$20.0 million in sales tax receipts. New in FY23 are \$3.9 million in investment interest income revenues.



(continued)

CAPITAL

There are no transfers of funds in FY23 for capital projects. Existing appropriations of \$205.1 million from prior years are sufficient to allow continuation of project development. Planned spending in the fiscal year is \$50.0 million for the existing project management and engineering contracts and new contracts for architectural services, systems and vehicles, and real estate services.

Both the Pleasant Valley and Expo Center MetroRapid bus line projects are under construction. A local funding match of \$35.6 million has been fully appropriated through FY22. The interlocal agreement between ATP and CapMetro governing the funding contribution was approved by both Boards in July 2022. The capital budget for the remaining Project Connect elements will be appropriated concurrent with approval of project-specific ILAs.

NEW OPERATING RESERVE

It is essential that governmental organizations maintain adequate levels of fund balance to mitigate current and future risks (e.g., revenue shortfalls and unanticipated expenditures). New in FY23, ATP is adding an operating reserve of at least 180 days of operating expenses and seeding that fund with \$20.0 million. Staff will continue to evaluate the need for and appropriate levels of various reserves, to potentially include a capital and debt service reserve in future years.

ANTI-DISPLACEMENT

In FY23, ATP will transfer \$35.0 million into the Anti-Displacement Initiatives Fund. With this third allocation, the total funds set aside to reimburse the City of Austin for anti-displacement activities is \$100.0 million.

SUPPORT SERVICE AGREEMENTS

In anticipation of the approval of support service agreements with CapMetro and the City for administrative and project support, \$3.8 million and \$3.5 million, respectively, has been included in the budget. The reimbursement provided to CapMetro will include salaries for staff supporting ATP business activities and IT software and hardware. The City will be reimbursed for its efforts to assist with the overall coordination of input from relevant City departments and for the design review, permitting, and inspection of Project Connect.

STAFFING

Starting in FY23, the ATP Board will begin formally approving staffing levels along with the adoption of the budget. This best practice recommended by organizations such as the Government Finance Officers Association ensures that the Board has a key tool in effective strategic planning and proper financial oversight.

In FY23, ATP's authorized personnel will grow from 84.5 to 87 positions. The new positions in FY23 are two Senior Auditors to support the audit

workplan and an increase in the Executive Director position from part-time to full-time, as directed by the Board.

Currently, ATP has 35 vacancies and will need to fill a few positions critical to furthering organizational independence. An IT Director will be essential to moving ATP onto a stand-alone network and working with consultants to finish the final phase of the enterprise resource planning (ERP) implementation. Prior to filling the remaining vacancies, leadership will be engaging in a rigorous and intentional review of program needs.

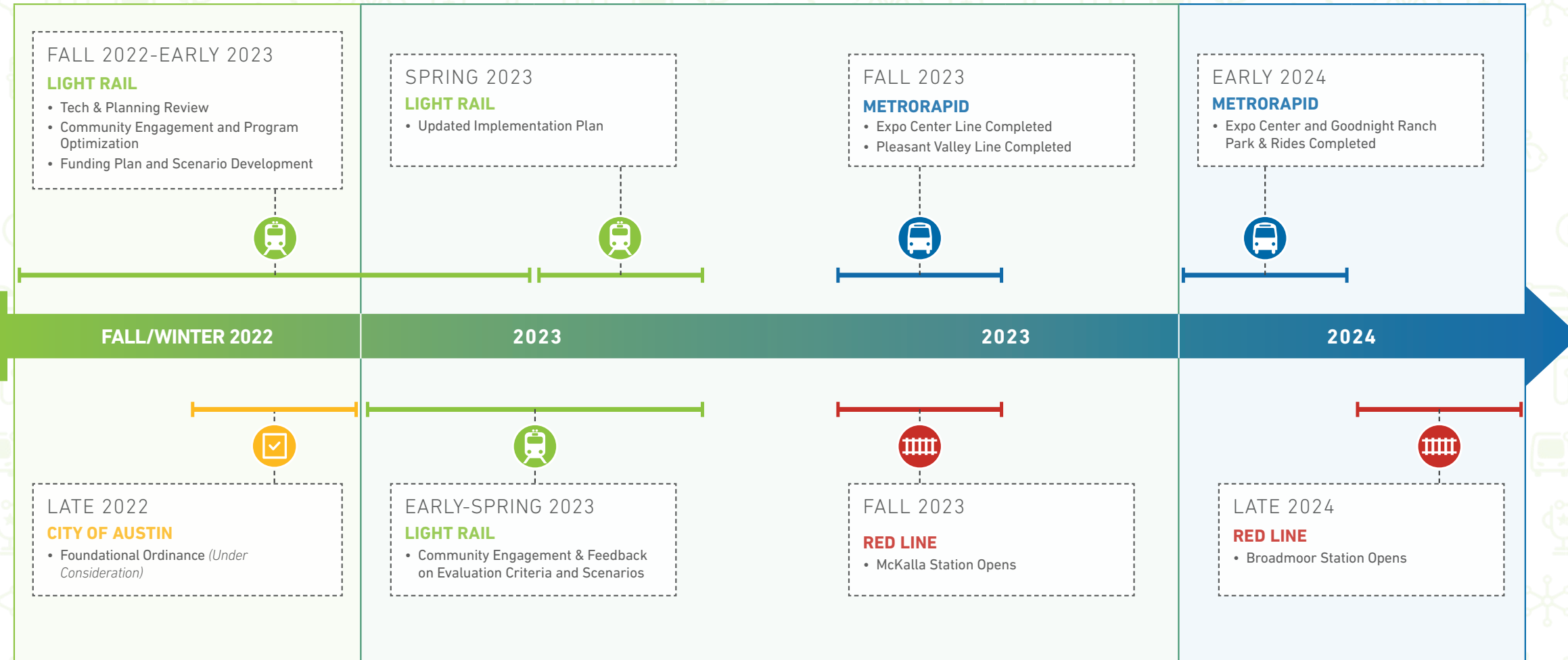


Employees are ATP's most valuable resource — without a dedicated, expert staff, the goals of Project Connect would not be possible. In order to recruit and retain this level of expertise, ATP, in partnership with CapMetro, offers a robust benefits packet that includes, but is not limited to, health care, retirement, paid time off, tuition reimbursement, a wellness program, and childcare. The FY23 budget also includes \$240,000 for a 4% wage increase planned for October 2022. Total pay and benefits for FY23 is \$11.7 million.

FINANCIAL POLICIES

Along with the Board's adoption of the FY23 Budget, ATP's financial policies will be approved to ensure sound financial management practices based on industry best practices are maintained. The financial policies help ensure thoughtful, cautious, and pragmatic oversight of the agency's financial resources. Included are 23 policies covering accounting, budget, purchasing, reserves, investments, and debt. New in FY23 is a financial policy establishing an operating reserve and specifying how and when that funding shall be accessed and replenished.

Looking Ahead to 2023-24





**AUSTIN
TRANSIT**
PARTNERSHIP

CapMetro





Annual Joint Partnership Meeting

November 30, 2022

November 30, 2022 Meeting Agenda

A. Calls to Order

B. Discussion Items

Agenda Item No. 1: Staff Briefing and Discussion on the Project Connect Annual Management Report.

Agenda Item No. 2: Staff Briefing and Discussion on the Status of Light Rail Implementation Plan.

C. Adjournments



Agenda Item 1

Staff Briefing & Discussion on the
Project Connect Annual Management Report

Annual Management Report: *Highlights*

- A Focus on Equity
- Project Updates
- Equitable Transit-Oriented Development (ETOD)
- Investment in Displacement Prevention
- Community Driven

Joint Commitment: *Equity Goals & Metrics*



KPIs

Identify goals to create equitable, innovative, and holistic policies, processes, and procedures for Project Connect



Metrics

Measure goals across Project Connect



Decision-Making

Explain how the goals and metrics support decision-making process

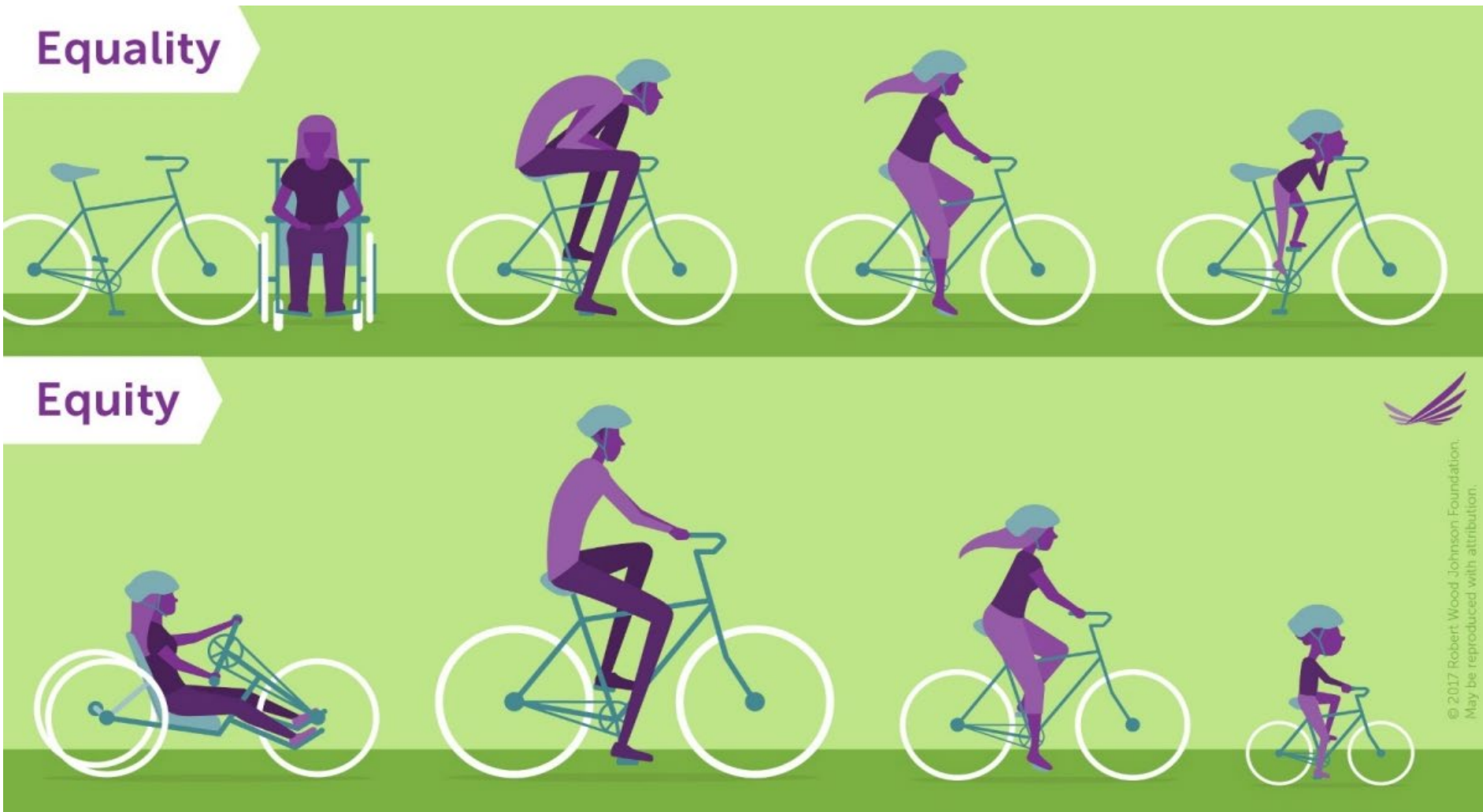


Outcomes

Continue to measure and update the public on the outcomes



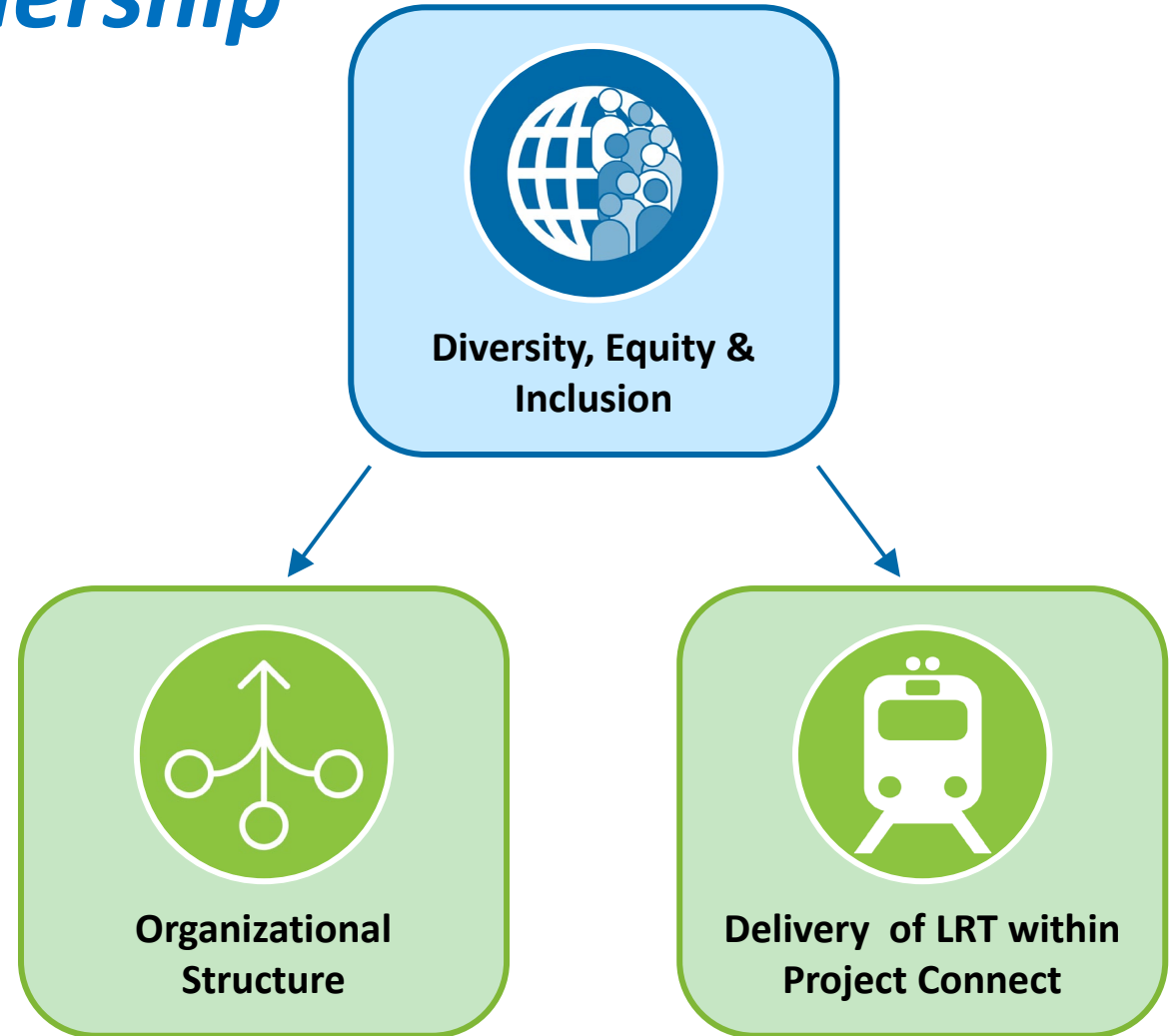
Understanding Equity



Equity: *Austin Transit Partnership*

Highlights:

- Building internal infrastructure
- Creating and launching policies and training
- Strategy to embed equity across organization



ATP Workforce and Equity: *Policies Update*

Joint Powers Agreement Between Austin Transit Partnership and Capital Metropolitan Transportation Authority and the City of Austin

This Joint Powers Agreement (“Agreement”) is entered into between Austin Transit Partnership (“ATP”), a joint local government corporation created under Ch. 431 of the Texas Transportation Code, the City of Austin, Texas (the “City”), a home-rule municipality incorporated by the State of Texas, and Capital Metropolitan Transportation Authority (“Capital Metro”), a transportation authority and political subdivision for the State of Texas organized under Chapter 451 of the Texas Transportation Code, each a “Party” and collectively referred to within this Agreement as the “Parties”.



Adopted Title VI Program Plan



Implemented Disadvantaged
Business Enterprise Program Plan



Initiated Workforce Development
Strategy



Strengthened Collaboration with
Community Advisory Committee

MetroRail Red Line: *Capital Projects Underway*

Lakeline-Leander Double Tracking Project

- First Project Connect project to break ground (January 2021)
- Substantially complete with ribbon cutting scheduled this winter

McKalla Station

- Groundbreaking celebration with partners & community held July 2022
- On-time and on-budget; scheduled completion Fall 2023 (ahead of 2024 Austin FC season)
- Station construction includes new active transportation connections through partnership with the City

Broadmoor Station (Uptown ATX)

- P3 Partnership between CapMetro, Brandywine Realty Trust and Charles Schwab
- Groundbreaking held January 2022
- On-time and on-budget; scheduled completion in early 2024





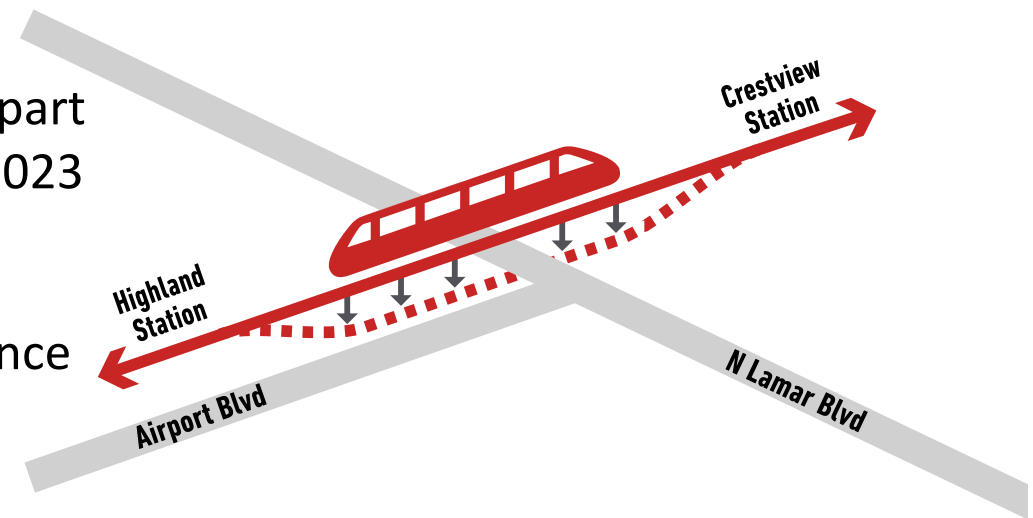
Red Line MetroRail

Quiet Zones

- CapMetro has initiated 4 new quiet zones along the Red Line: Kramer, Braker, Rutland and Rundberg Crossings
- Quiet zone safety enhancements being constructed as part of McKalla Station work and will be completed in late 2023

Crestview Grade Separation Design

- Preliminary design complete and environmental clearance anticipated in late 2022
- Federal grant application to be submitted in late 2022
- Coordination with ATP, City of Austin and TxDOT on long- and short-term improvement opportunities is ongoing



MetroRapid Pleasant Valley & Expo Center Lines

Overview

Working towards FTA Small Starts Grant Agreements (SSGA)

- Estimated \$64M federal investment in MetroRapid
- Stations: 100% design reached; inspection of prototype in early December
- Permitting and schedule coordination among Project Connect partners continues
- \$1.5M investment from City of Austin for additional active transportation connections and improvements (i.e., sidewalks, shared use paths & more)

Pleasant Valley Line – under construction

- 3 stations completed & ~5 stations in final design or permitting

Expo Center Line – under construction

- 6 stations completed & ~5 stations in final design or permitting



Oltorf/Pleasant Valley Station

MetroRapid Park & Ride Facilities

Expo Center Park & Ride (Expo Center Line) – *in final design*

- CapMetro Board authorized the purchase of 8 acres from the City of Austin and in coordination with Travis County (Expo Center operator)
- 150 parking spaces & 8 bus bays with overhead charging
- New traffic signal at Decker Lane/Colony Loop; public electric vehicle charging space connections; wheelchair charging

Goodnight Ranch Park & Ride (Pleasant Valley Line) – *in final design*

- CapMetro collaborating closely with Benchmark (developer) on P&R working towards acquisition and site plan process in 2023
- 75 parking spaces & 4 bus bays with overhead charging
- New traffic signal on Slaughter Lane & bus pull out in Slaughter for connections to other transit routes; wheelchair charging



Disadvantaged Business Enterprise (DBE) & Worker Protections

- ☑ **Contracts awarded to date or in pipeline have followed CapMetro's DBE program**

- ☑ **Contracts include:**
 - Living wage at time of contract execution or Davis Bacon Wage, whichever is higher
 - Workers compensation insurance

- ☑ **On-site Monitoring to verify all JPA worker protections**
 - On-site monitoring and reporting services provided by a third-party vendor, accredited by Worker's Defense Project
 - Contracted on-site monitoring is in addition to wage and safety monitoring completed by CapMetro as part of our requirements as a federal funding recipient



Photo courtesy @StacyWitbeck [Twitter]

Coming Soon: Updated Fare Programs

Fares for services delivered as part of Project Connect will be part of CapMetro's fare structure and policy.

- **Amp** is a new stored-value fare card and app that provides access to fare capping and Equifare and increases transit speed by encouraging customers to pay fares before boarding
- **Fare capping** prevents customers from being charged more than a day pass in a day, or a month pass over the course of a month
 - Enhancing equity by ensuring everyone has access to discounted monthly pass, not just those who have the means to prepay at the beginning of a month
- **Equifare** is a new fare category for those making below 200% of the federal poverty level
 - Available in addition to existing reduced fare programs (Reduced Fare category, free fares for children, etc.)
 - Customers qualify by already receiving services or participating in other programs (utility bill discounts, food stamps, etc.)

Fare Capping Example:

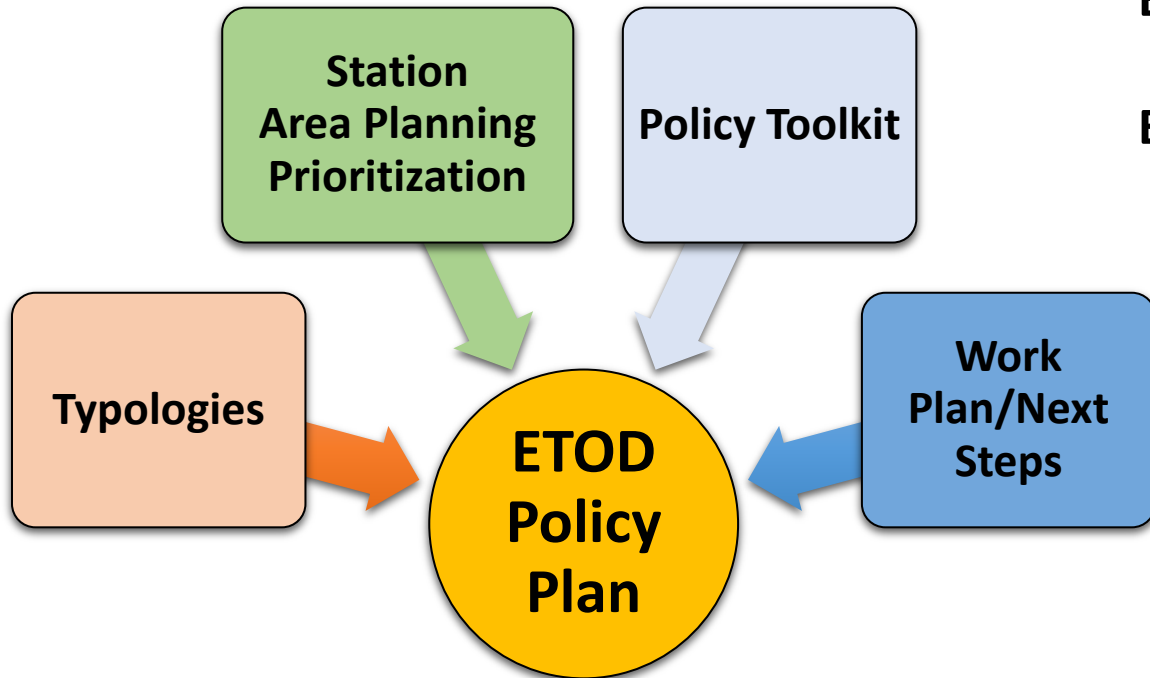


Equitable Transit Oriented Development

- Equitable Transit Oriented Development (ETOD) applies an equity lens on Transit Oriented Development to:
 - Create new economic opportunities for residents of all income levels;
 - Mitigate displacement and potential, unintended adverse outcomes of new development
 - Encourage market-supported development along transit corridors.
- CapMetro received two FTA TOD Pilot Planning grants totaling \$1.65M to develop TOD planning framework to support Project Connect Light Rail
 - Land Use and Economic Development are part of FTA Capital Investment Grants Rating Criteria for federal funding for transit projects
- Partnership between transit agency (CapMetro) and land-use authority (City of Austin), plus co-creation of process, decision framework and deliverables with the community, is essential to the success of ETOD planning work and Project Connect



ETOD Policy Plan: *Plan Content*



ETOD Policy Plan builds on the FTA-funded ETOD study.

ETOD Policy Plan includes:

- ETOD Goals
- A snapshot of how current TODs are performing (MLK Station, Plaza Saltillo, Crestview Station)
- Station Area Typologies and Planning Prioritization
- Equity Based Policy Toolkit with Success Metrics
- Work Plan for station area specific planning and regulatory changes in the short-, medium-, and long-term

ETOD Policy Plan: *Next Steps*

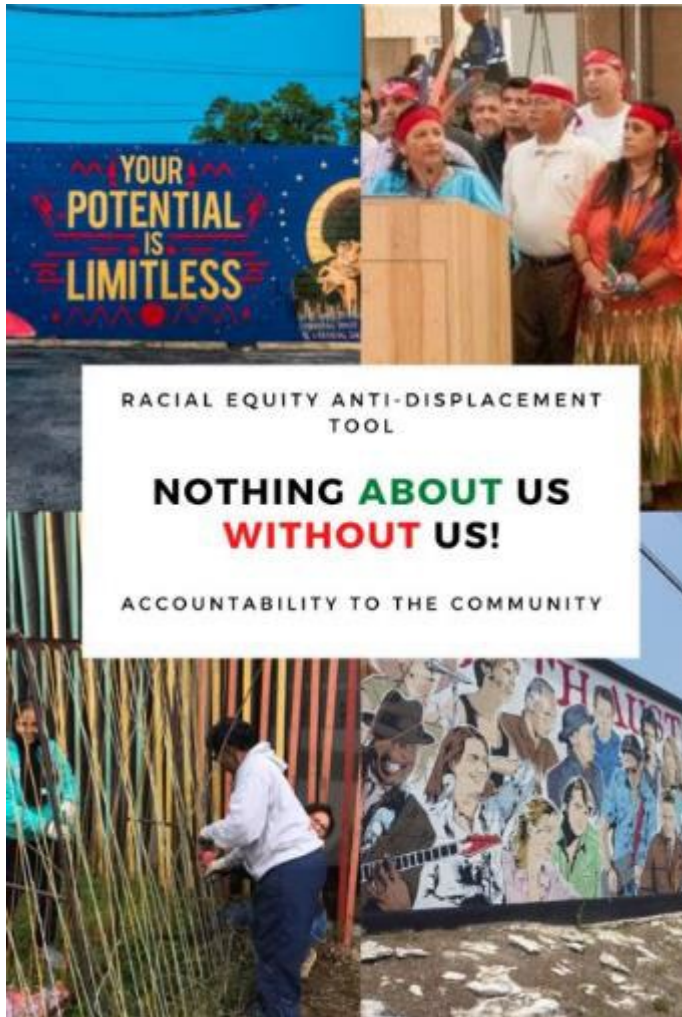
Austin City Council Consideration of Plan and Implementation Activities – Dec. 8, 2022

Implementation Activities (2023–24)

- ❑ Amend Imagine Austin
- ❑ Amend Land Development Code to Create ETOD Planning Program
- ❑ Create and Apply Systemwide Voluntary “ETOD Overlay” in Land Development Code
- ❑ Develop Station Area Vision Plans for North Lamar Transit Center and South Congress Transit Center (**COA + CapMetro Partnership/FTA Grant Deliverable**)
- ❑ Develop Recommendations for possible future modifications to East Riverside Corridor Plan (**COA + CapMetro Partnership/FTA Grant Deliverable**)
- ❑ Develop Equity Scorecard for evaluation of private development at station areas



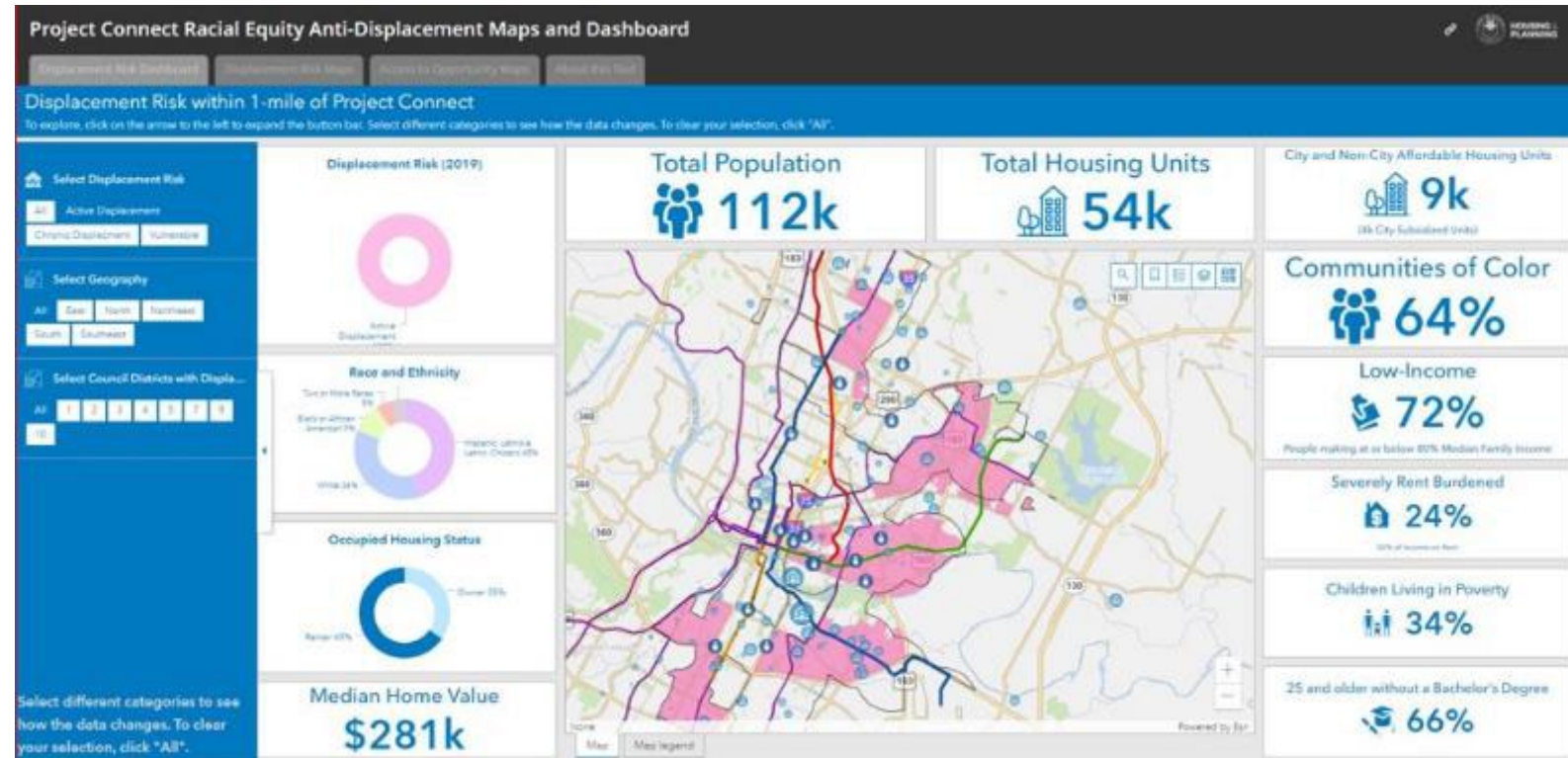
Framework and Tools Guiding Investments



- Austin voters issued a bold call to action when they approved a **\$300 million anti-displacement fund** along with the Project Connect transit expansion. The Nothing About Us Without Us report, equity tool and map series serve as the guiding framework for investing these dollars.
- The process of developing this framework prioritized the voices of people most impacted by displacement.
- Thirty community members were selected to participate as Racial Equity Catalysts. The Catalysts reviewed displacement data and gathered lessons learned from other cities that have experienced transit-induced displacement.
- Read the full report by visiting: [Racial Equity Anti-Displacement Tool](#)

Framework and Tools Guiding Investments

- Anti-displacement maps were created to guide how we invest, where we invest and who we protect.
- Interactive dashboard shows areas within one mile of Project Connect stations that are at risk of displacement. It includes demographic information on a neighborhood level that allows the City and CBP's to focus investments with relevant responses.



Interact with these maps at bit.ly/Anti-DisplacementMaps

Displacement Prevention Initial Investments

\$23 Million – LAND ACQUISITION

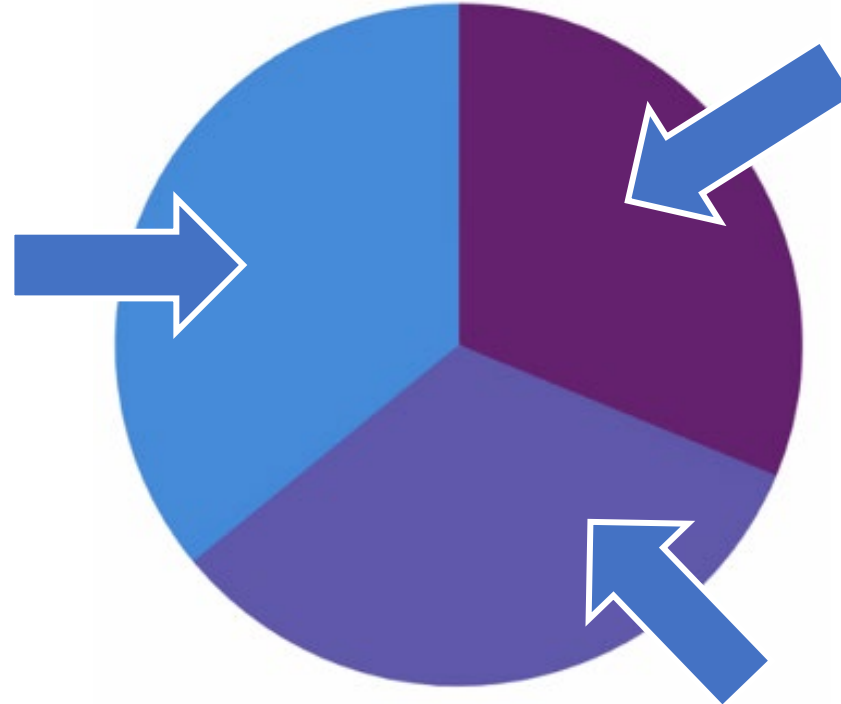
Preserve: Acquire multifamily properties to extend or preserve affordability

Produce: Purchase sites for future development of affordable housing within one mile of project connect station

Preservation & production of units includes expansion of land and properties within the city-owned community land trust

Includes \$8M to provide loans to eligible 501c3 nonprofit affordable housing developers.

Achievements: 162 units of naturally occurring affordable housing



\$20 Million – COMMUNITY INITIATED SOLUTIONS

Protect: investments focus on protecting people who are most vulnerable and living in the most vulnerable communities.

Investments focus include: renter/tenant stabilization; expanding and preserving home ownership opportunities; other anti-displacement strategies that build economic mobility opportunities.

Achievements: The Austin Housing Finance Corporation approved the allocation of the \$20M to 14 organizations.

\$21 Million – REAL ESTATE DEVELOPMENT

Produce & Preserve: Rental Housing Development and Ownership Housing Development

Funds will support the acquisition, rehabilitation, and construction of affordable housing. Funds will provide private and nonprofit developers with state tax incentives and bonds and be administered through the City's Rental Housing Development Assistance (RHDA) and Ownership Housing Development Assistance (OHDA) programs.

Achievements: 5 developments resulting in 380 rental units (<50%MFI) and 23 ownership units (<80%MFI)

Displacement Prevention: *Next Steps*

- ❑ Collaborate with Project Connect Community Advisory Committee to provide final budget recommendations for the next 3 years of anti-displacement investments to Council in early 2023
- ❑ Launch marketing campaign to ensure that we are effectively connecting eligible residents with newly available anti-displacement resources
- ❑ Launch publicly facing dashboard which will provide information on where anti-displacement investments have been made and the potential impact
- ❑ Develop Anti-Displacement and Equity Key Performance Indicators with Project Connect partners



Project Connect Foundational Ordinance & Regulations

Ordinance approved by City Council on Nov. 15, 2022

- The ordinance addresses needs we know about today that will benefit the project as it proceeds.

Background

- Oct. 2021: City Council passed Resolution #20211029-003 directing staff to review City Code, Criteria and Regulations.
- The Austin Strategic Mobility Plan (ASMP), voter approval of Project Connect, and the ENO report findings drove the need for this review and ordinance initiation.
- Both ATP and CapMetro Boards passed supporting resolutions.
- Resolution directed staff to:
 - “Review City Code, including LDC, Criteria Manuals and permitting procedures to identify impediments to design, construction, implementation and operation of Project Connect.”

RESOLUTION NO. 20211029-003

WHEREAS, the Austin Strategic Mobility Plan (“ASMP”) (Ordinance No. 20190411-033) is the transportation element of the Imagine Austin Comprehensive Plan and calls for a 50/50 mode share by 2039, which includes increasing use of sustainable modes such as walking, bicycling, teleworking and transit;

WHEREAS, City Council adopted Resolution No. 20190808-081 directing the City Manager to “analyze and report on options for the City of Austin and other related or interested public or private entities to leverage resources to support the creation, operation, and maintenance of a high-capacity transit system”;

WHEREAS, Austin voters approved Project Connect, the regional high-capacity transit system, on November 3, 2020;

WHEREAS, on December 18, 2020, the City of Austin and the Capital Metropolitan Transportation Authority created a local government corporation named the Austin Transit Partnership Local Government Corporation to aid the City and Capital Metro and act on their behalf to accomplish the governmental purpose of implementing the Project Connect System Plan;

Design Review, Permitting & Utility Coordination



Design Review

- The City's Project Connect Office (PCO) coordinated a review of the 30% Orange and Blue Line designs with over 25 City departments
- Process included walkthroughs, initial reviews, comment resolution meetings and final comment close-out



Permitting

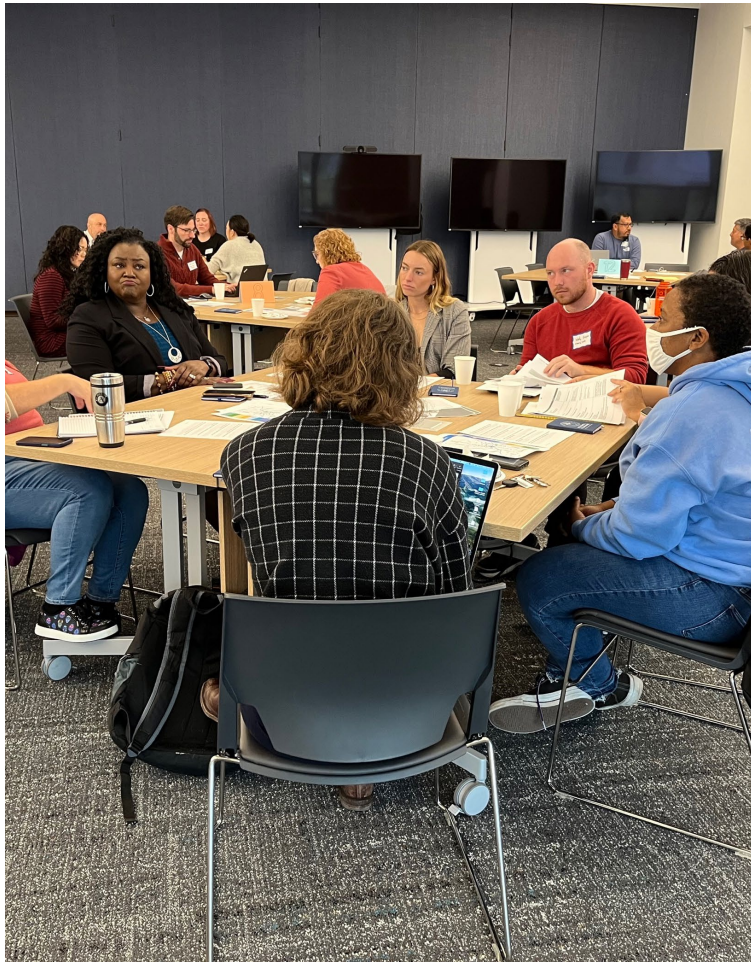
- PCO providing permitting and applicant support to CapMetro for MetroRapid, MetroRail to ensure process is as efficient as possible



Utility Coordination and Utility Rules of Practice (UROP)

- PCO worked with ATP and City utility departments to develop the UROP
- UROP: agreed upon methodology for reviewing and approving utility conflicts guiding design work for light rail
- Currently in administrative approval process

Centering Community Values



 **CapMetro** 
@CapMetroATX

Join us in person TODAY at 5:30pm in East ATX for a community meeting about the 3 potential fare programs coming to CapMetro: fare capping, Amp, and Equifare.

Meeting info here: capmetro.org/fares-passes/f...



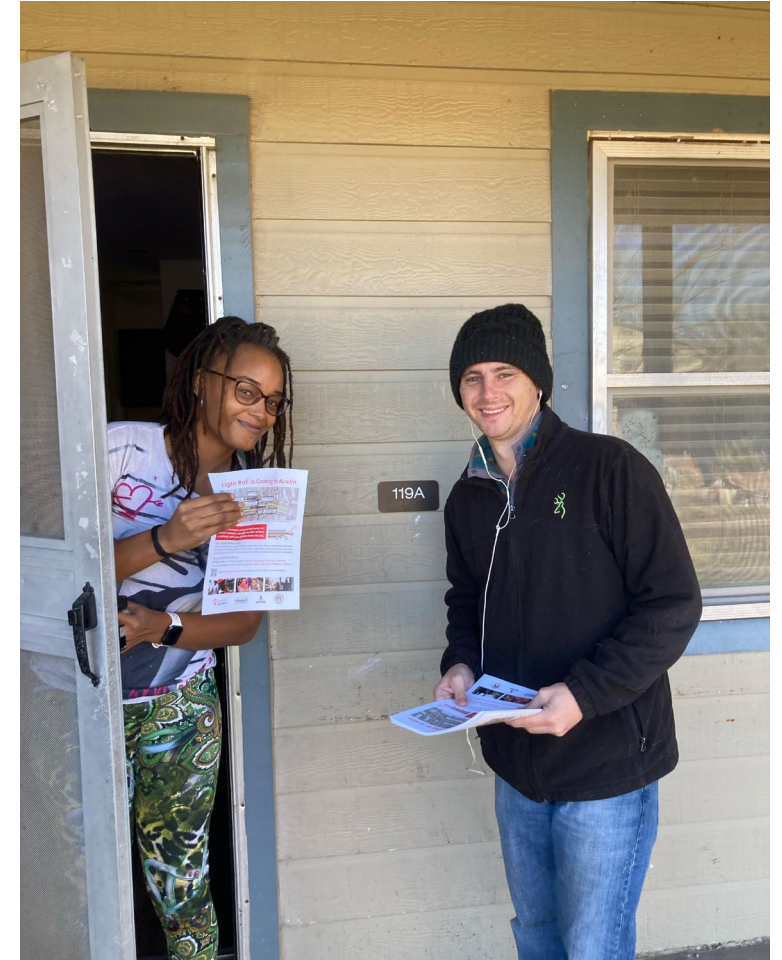
Centering Community Values



 Austin Transit Partnership
@ATP_org

Thanks to everyone who came out to a SOLD OUT Industry Day at the @ATXConventions Center yesterday.

Our teams were happy to discuss the many upcoming business opportunities surrounding the #ProjectConnect program.





Agenda Item 2

Staff Briefing & Discussion on the
Status of the Light Rail Implementation Plan

Updated Light Rail Implementation Plan: *Recap*

- July & August 2022:
 - Addressed rising light rail costs
 - Briefings to ATP Board, COA Mobility Committee, and Capital Metro Joint Committee
- September through present:
 - Developed and advancing a new workplan to determine phasing options for the light rail project

Need to align program scope and sequencing to available funding

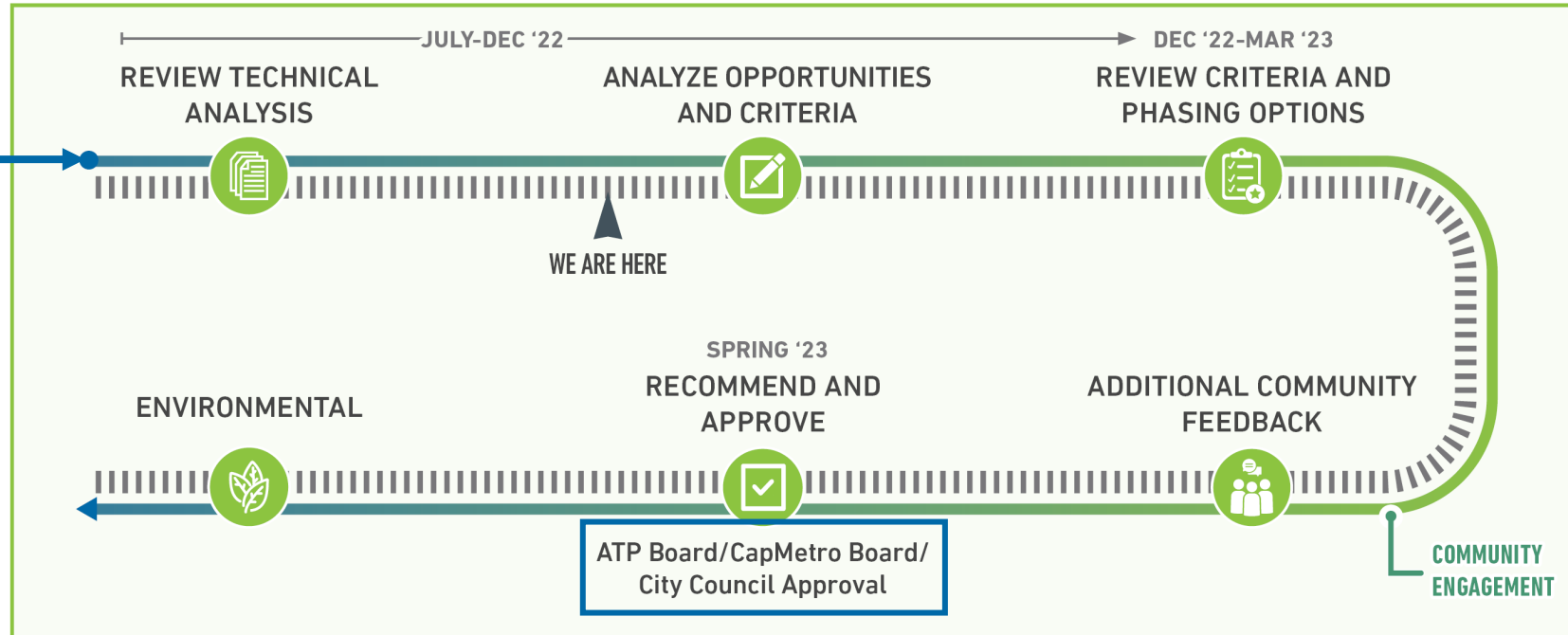
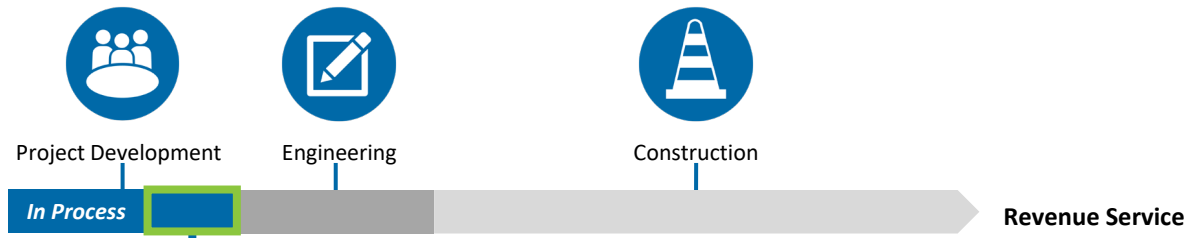
Workplan



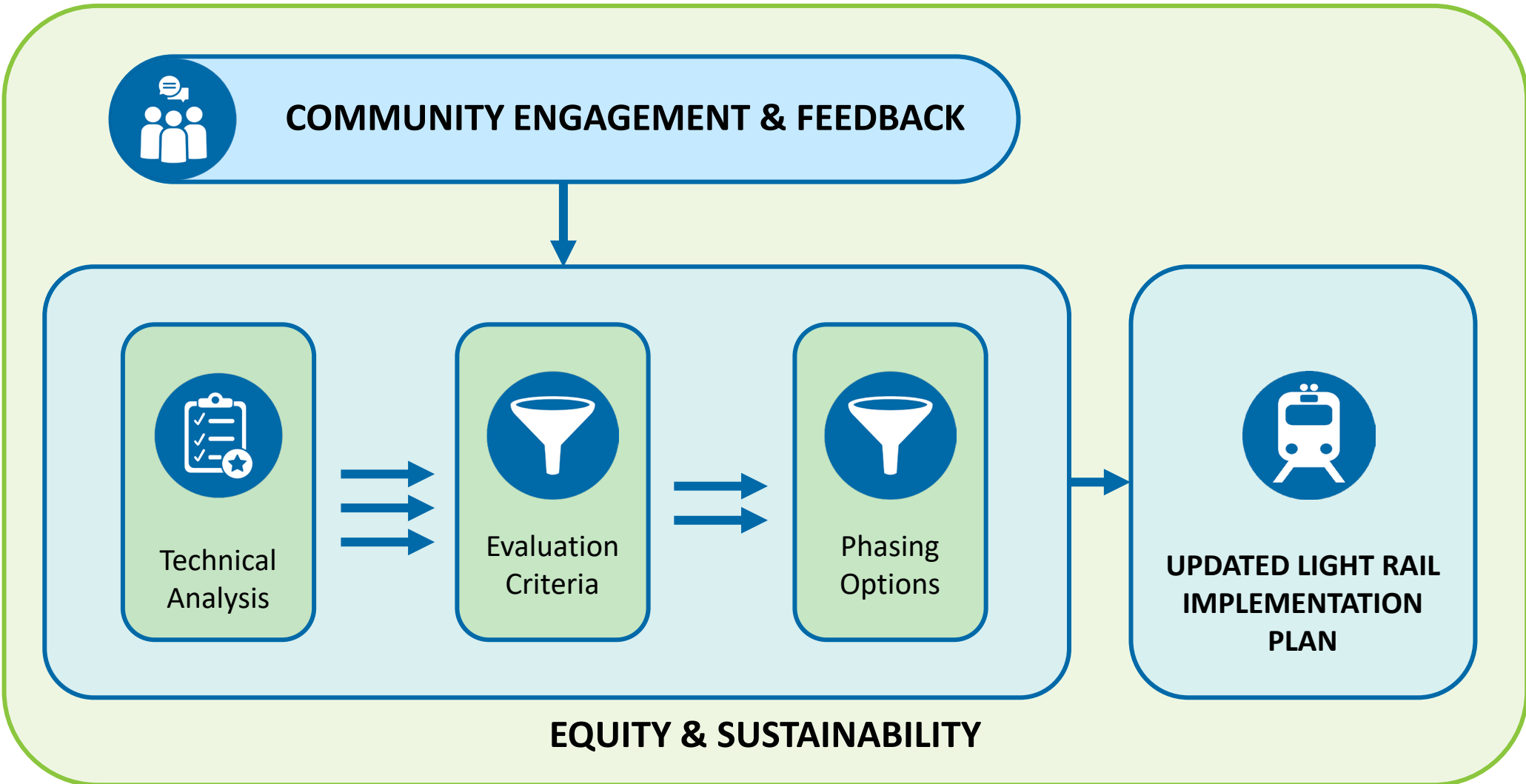
Objective:

- Develop technical solutions that are aligned with our funding capacity and reflect our community values and aspirations
- **Spring 2023:** Determination of Light Rail scope and phasing

Federal Grant Process & Workplan



Evaluation Process



Applying Equity & Sustainability



How will Project Connect:



Impact core riders and transit-dependent riders (*e.g., access, reliable service*)



Preserve or enhance community character and community values (*e.g., placemaking*)



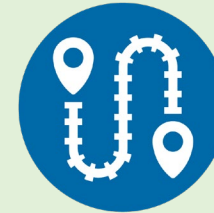
Bring co-benefits to transit riders (*e.g., shade, health equity*)

Technical Analysis: *Critical Inputs*



Technical Analysis: System Optimization Opportunities

- Analyzing end points for community and multi-modal connectivity
- Identified additional Maintenance Facility sites
- Balancing vehicle length and systems technology with requirements and budget
- Analyzing simplified underground, at-grade and elevated vertical alignments



End Points



Maintenance Facility

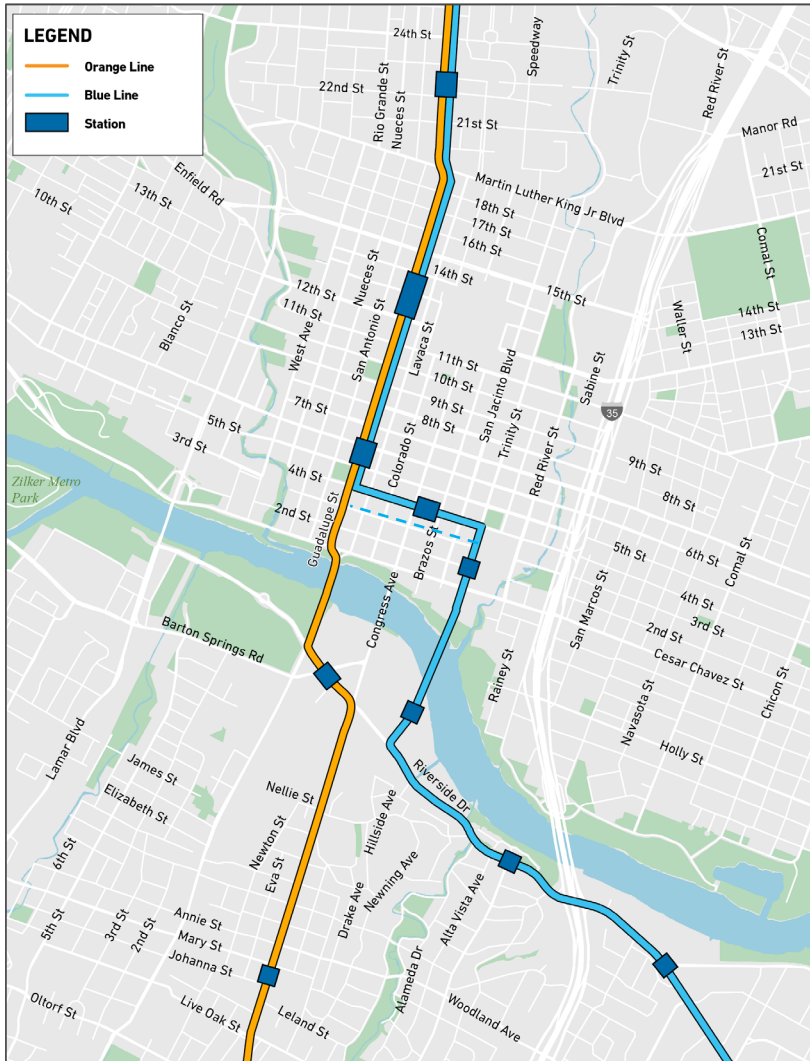


Systems & Vehicles



Vertical Alignment

Technical Analysis: *Downtown*



Downtown: Critical Inputs

Downtown Topo

Traffic & Access

Lake Crossing

Platform & Block Length

Station Location

Planning: *Criteria for Decision-Making*



FTA Grant
Competitiveness



Community Values
Criteria

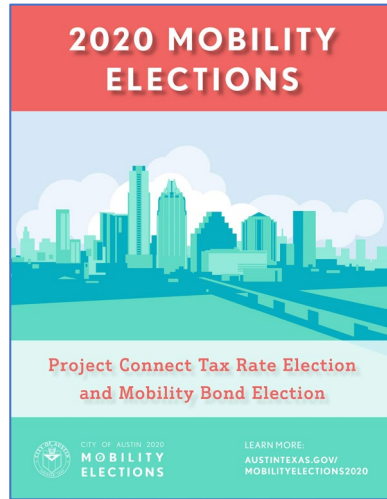
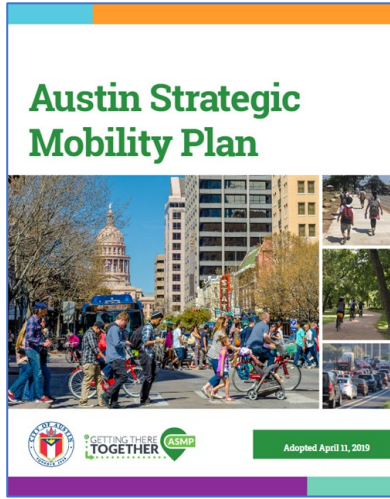
FTA Criteria



FTA Grant Competitiveness Evaluation:

 <p>Mobility Improvements</p>	 <p>Cost-Effectiveness</p>	 <p>Environmental Benefits</p>	 <p>Financial Plan</p>
 <p>Congestion Relief</p>	 <p>Land Use</p>	 <p>Economic Development</p>	

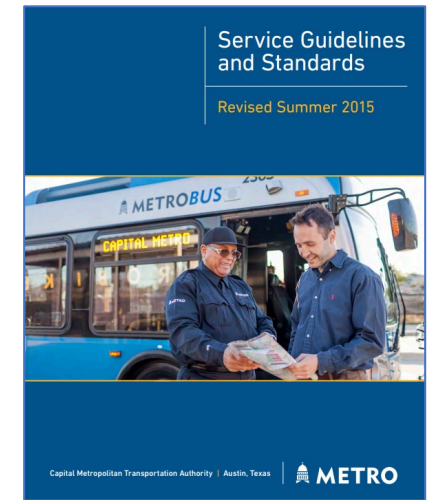
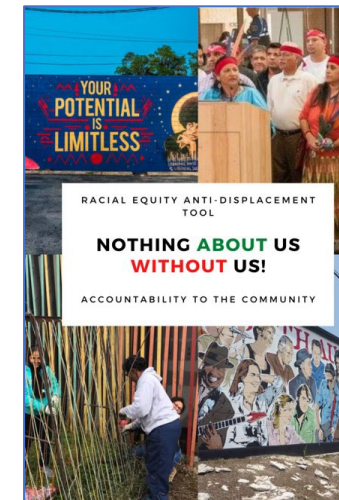
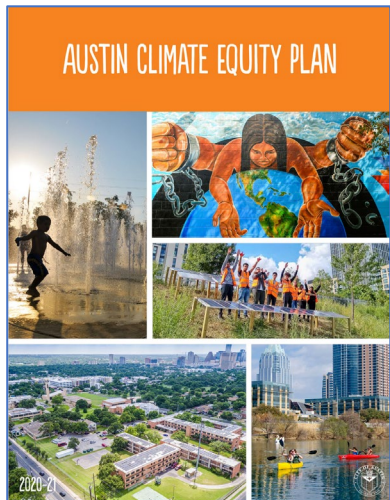
Community Values Criteria: *Project Roots*



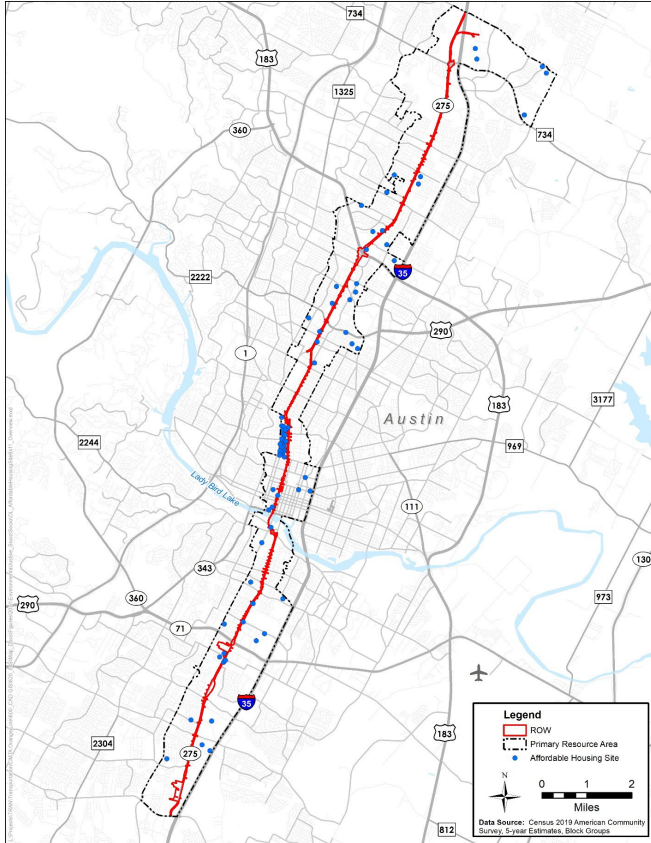
RESOLUTION NO. 20200807-003

WHEREAS, the Austin Strategic Mobility Plan (“ASMP”) (Ordinance No. 20190411-033) is the transportation element of the Imagine Austin Comprehensive Plan; and

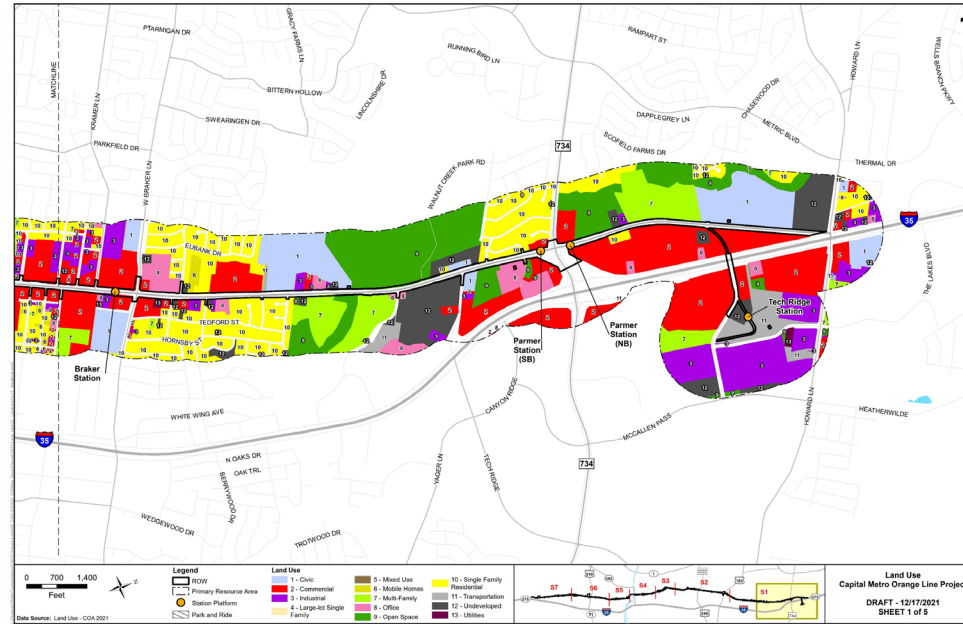
WHEREAS, the ASMP establishes that the policy of the City is to invest in a high-capacity transit system to meet our 50/50 mode share goals, stating that the City “must work with our public transportation partners and enhance services to create an experience that attracts and retains riders” and “unprecedented collaboration between the community, the City, and Capital Metro is critical;” and



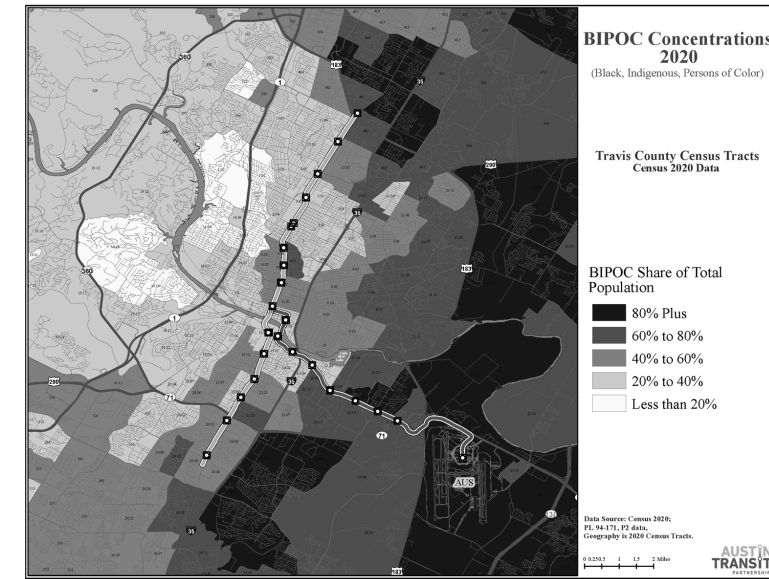
Community Values Criteria: *People & Places*



Affordable Housing



Transit Supportive Land Use



Demographics

Community Values Criteria



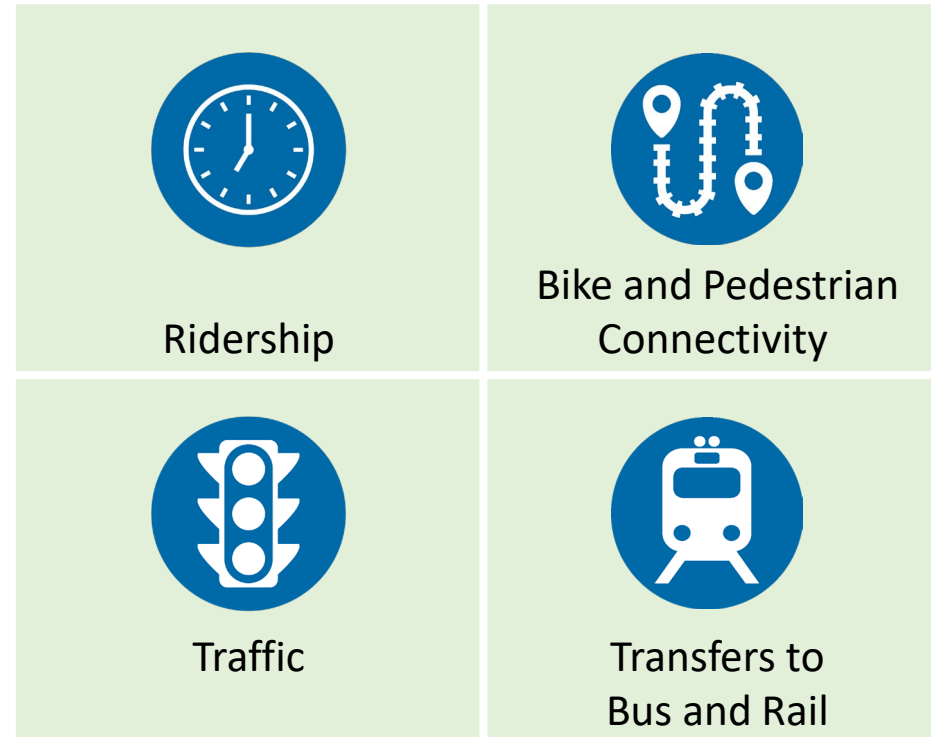
Process and Purpose:

- Validate and refine criteria through community engagement
- Identify key community priorities to inform decision-making about light rail scope and phasing

Mobility and Customer Experience



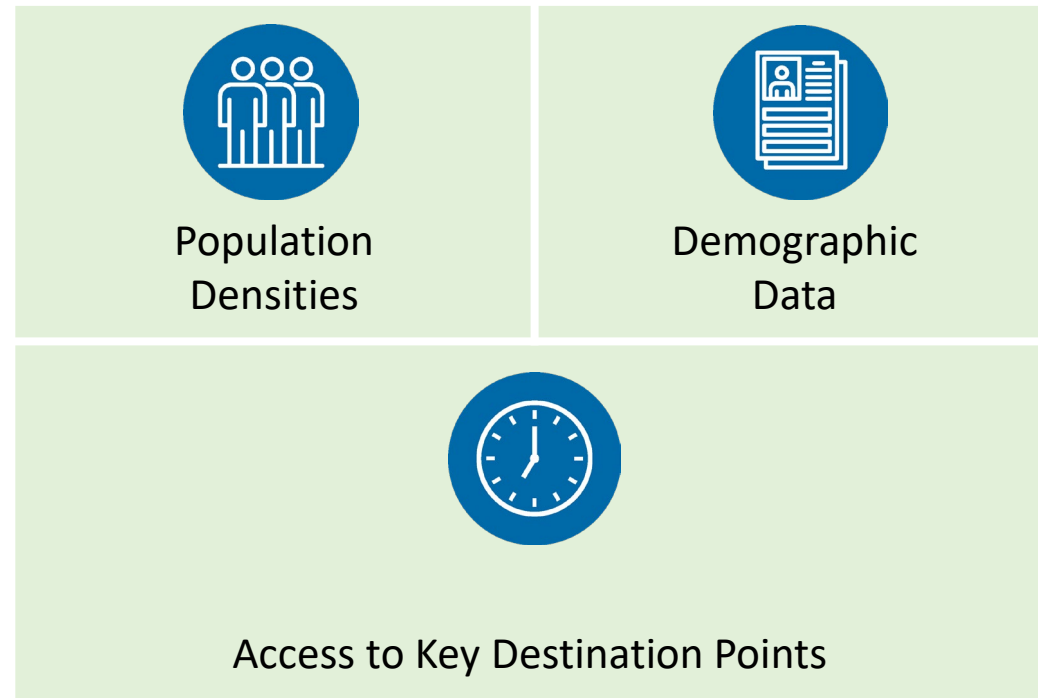
Evaluate:



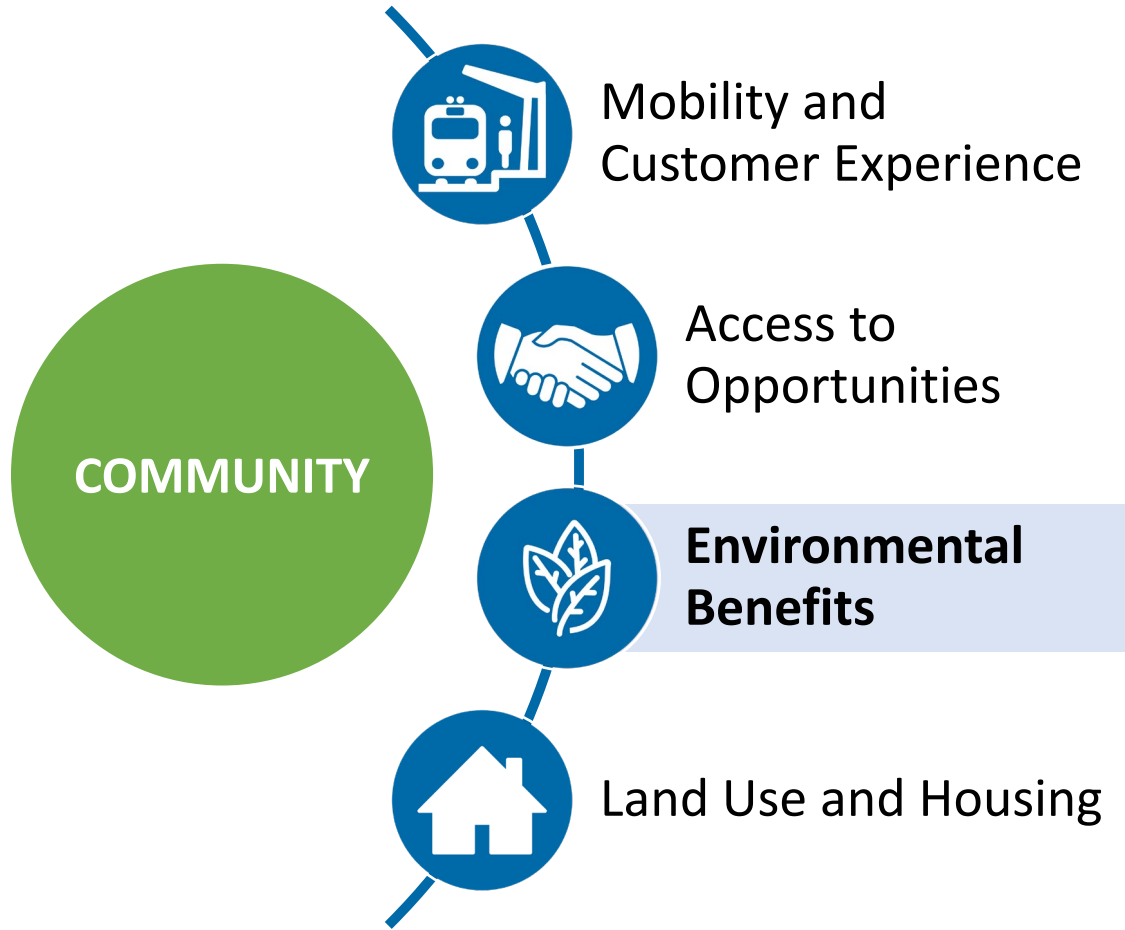
Access to Opportunities



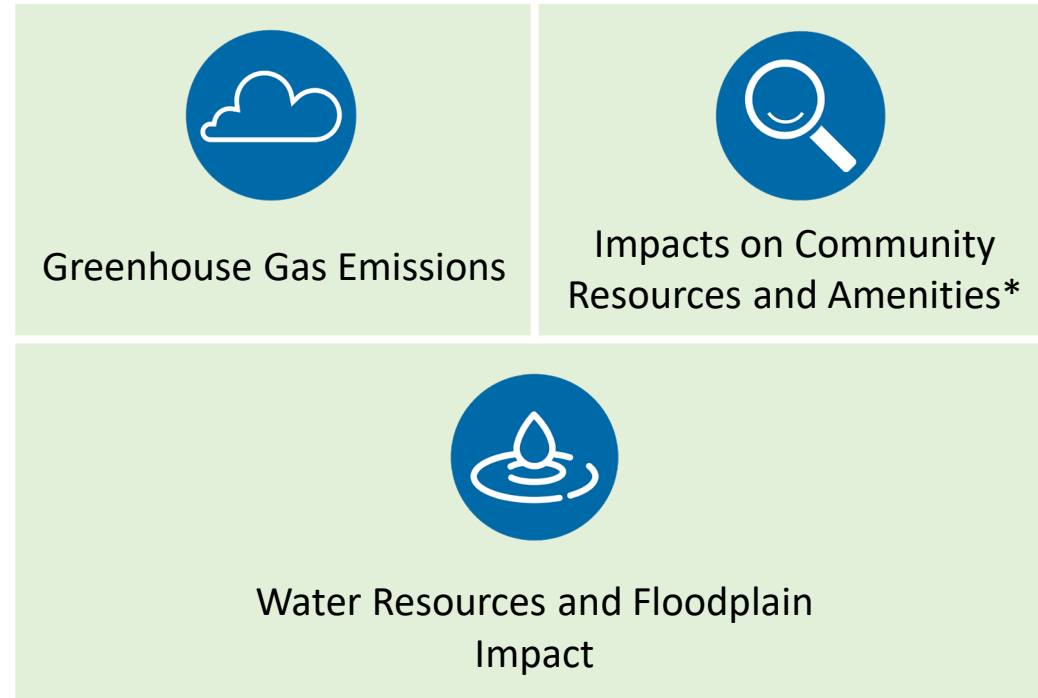
Evaluate:



Environmental Benefits



Evaluate:



*E.g., parkland, historic squares, public spaces, trees.

Land Use and Housing



Evaluate:



Criteria Development: *Community Engagement*



Objectives

- Connect with, and receive input from, priority communities
- Collect feedback to inform and prioritize evaluation criteria
- Build trust and demonstrate transparency



Tools

- Focus Groups for Priority Populations
- Roundtable Discussions
- Community Advisory Committee (CAC)
- Technical Advisory Committees (TACs)
- Project Connect Advisory Network (PCAN)
- Elected Leaders
- Business Community Outreach
- Pop-Ups and At-Stop Outreach
- Social Media and Earned Media

Community Advisory Committee (CAC)

*Helping shape
Community engagement
&
Design principles*



**Thank you for your
partnership and collaboration.**