I. Public Comment

II. Discussion Item
   1. Update on Project Connect Community Engagement, Investment Options, and Governance

III. Action Item
   1. Approval of a resolution directing the President & CEO to include funds in the Capital Expansion Fund in the FY 2021 budget and develop a commitment of long-term funds to invest in the Project Connect System Plan and transit supportive investments, and directing the President & CEO to draft an interlocal agreement with the City of Austin for creation of a local government corporation.

IV. Items for Future Discussion

V. 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; Delia Garza, Vice Chair; Eric Stratton, Secretary; Terry Mitchell; Troy Hill; Ann Kitchen, Jeffrey Travillion and Pio Renteria.

The Board of Directors may go into Closed Session under the Texas Open Meetings Act. 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.
**TITLE:** Update on Project Connect Community Engagement, Investment Options, and Governance
AGENDA

• CALL TO ORDER & WELCOME

• PUBLIC COMMENT

• DISCUSSION ITEMS
  • COMMUNITY ENGAGEMENT & ANTI-DISPLACEMENT STRATEGIES
  • ECONOMIC OPPORTUNITY ANALYSIS
  • PROJECT CONNECT INVESTMENT SCENARIOS
  • AUSTIN TRANSIT PARTNERSHIP

• ACTION ITEMS

• NEXT STEPS
COMMUNITY ENGAGEMENT
WHAT WE’VE HEARD
LEARNING, LISTENING & COLLABORATING

LOCAL OUTREACH Over 60,000 community members engaged through outreach programs
IN ADDITION TO ALL ENGAGEMENTS & OUTREACH COMPLETED WITH AUSTIN STRATEGIC MOBILITY PLAN (ASMP)

ENGAGEMENTS BY THE NUMBERS

- Virtual Community Meeting (July 22)
  - 246 live participants, 600+ views
- Virtual Open House (May 7-31)
  - 3574 unique views
- 7 Virtual Community Meetings
  - 13,576 total participants
- Univision Live Town Hall in Spanish
  - Over 20,000 views

STAKEHOLDER GROUPS ENGAGED

- Technical Advisory Committee (TAC)
- Project Connect Ambassador Network (PCAN)

Corridor Program Coordination
Technical Group Reviews

City Council & CapMetro Joint Meetings

<table>
<thead>
<tr>
<th>Month</th>
<th>Aug</th>
<th>Nov</th>
<th>Mar</th>
</tr>
</thead>
<tbody>
<tr>
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<tr>
<td>Jun</td>
<td>10</td>
<td>27</td>
<td>7</td>
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</table>

IN ADDITION TO ALL ENGAGEMENTS & OUTREACH COMPLETED WITH AUSTIN STRATEGIC MOBILITY PLAN (ASMP)
WHAT WE HEARD: Virtual Open House

90% agree with recommended system plan
92% agree with Orange Line plan
90% agree with Blue Line and Gold Line
87% agree with new MetroRapid routes
84% agree with Red Line and Green Line plans
88% agree with adding new MetroExpress routes and Park & Rides
92% agree with plans for a zero-emission fleet

Virtual Open House (May 7-31)
3574 unique participants
WHAT WE HEARD: Community & Council Direction

AUSTIN STRATEGIC MOBILITY PLAN:

“...before we begin the implementation of [major infrastructure] projects, we [must] work with our partners, develop strategies, and utilize tools to support current neighborhood residents and businesses, stopping or limiting their displacement.”

CITY COUNCIL ANTI-DISPLACEMENT RESOLUTION:

“Directed staff to provide data-informed recommendations to align current policies, services, programs, and resources already in place at the City to more specifically prevent transportation investment-related displacement and ensure people of different incomes can benefit from transportation investments.”

Austin City Council Resolution 2020043-038
WHAT WE’RE DOING: Anti-Displacement

COMMITMENT TO EQUITY

- Project Connect system improves equitable access to quality transit service
- Current Anti-Displacement efforts
  - Land banking on transit corridors for future affordable housing
  - Subsidize new affordable housing units in station areas
  - Planning and support for affordable housing preservation and other anti-displacement programs
WHAT WE’RE DOING: Anti-Displacement

PROACTIVE COMMITMENTS IN PROJECT CONNECT

• Direct funding for anti-displacement programs

• Equity Scorecard for each corridor to evaluate displacement risk

• Create an inter-agency team to develop displacement mitigation strategies

• Substantial funding for equitable Transit-Oriented Development (TOD) to leverage FTA opportunities

• Identify disparate impacts through Environmental Justice Reviews
CREATING ACCESS AND EQUITABLE OPPORTUNITY

A system built on better connecting people to a broad set of transit choices:

<table>
<thead>
<tr>
<th>All MetroRapid</th>
<th>Total Jobs</th>
<th>Minority Population</th>
<th>Average Median Income</th>
<th>Population Below Poverty Level</th>
<th>Zero Car Households</th>
<th>Affordable Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>316K</td>
<td>57%</td>
<td>$62K</td>
<td>16%</td>
<td>7%</td>
<td>13,296</td>
<td>118</td>
</tr>
<tr>
<td>Cameron/Dessau</td>
<td>31K</td>
<td>74%</td>
<td>$56K</td>
<td>16%</td>
<td>7%</td>
<td>2,557</td>
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<tr>
<td>Crosstown</td>
<td>104K</td>
<td>51%</td>
<td>$80K</td>
<td>14%</td>
<td>9%</td>
<td>1,686</td>
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<tr>
<td>Expo Center</td>
<td>134K</td>
<td>57%</td>
<td>$67K</td>
<td>17%</td>
<td>8%</td>
<td>2,716</td>
</tr>
<tr>
<td>MLK</td>
<td>74K</td>
<td>53%</td>
<td>$58K</td>
<td>19%</td>
<td>9%</td>
<td>2,000</td>
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<tr>
<td>Parmer</td>
<td>19K</td>
<td>55%</td>
<td>$77K</td>
<td>6%</td>
<td>4%</td>
<td>1,359</td>
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<tr>
<td>Pleasant Valley</td>
<td>19K</td>
<td>81%</td>
<td>$48K</td>
<td>19%</td>
<td>11%</td>
<td>3,601</td>
</tr>
<tr>
<td>Burnet-Menchaca-Oak Hill</td>
<td>216K</td>
<td>37%</td>
<td>$70K</td>
<td>15%</td>
<td>8%</td>
<td>3,374</td>
</tr>
<tr>
<td>Menchaca-Oak Hill</td>
<td>165K</td>
<td>38%</td>
<td>$67K</td>
<td>17%</td>
<td>8%</td>
<td>2,880</td>
</tr>
</tbody>
</table>

Data for ½ mile radius from route. Based on 2020 demographic.
CREATING ACCESS AND EQUITABLE OPPORTUNITY

The Project Connect System Plan creates better transit service for historically underserved parts of our community to essential city services, education, jobs, health care and affordable housing.
WHERE WE’RE GOING

ONGOING VIRTUAL ENGAGEMENT AND COMMUNITY MEETINGS

• Launch of Project Connect Speakers Bureau

• Updates to city boards and commissions, PCAN, CSAC, Access Advisory Committee

• Accelerate: How Transit Projects Create Economic Opportunity for Austin
  • Discussion of DBE opportunities for Minority, Women, Veteran-owned businesses

• Post-November engagement on placemaking, construction mitigation and other partnership opportunities
ECONOMIC OPPORTUNITY ANALYSIS: LOCAL IMPACTS
ECONOMIC OPPORTUNITY ANALYSIS: LOCAL IMPACTS

Near-Term Impacts

- Construction benefits the local economy
  - For every $1 billion invested, $1.38 billion in economic activity
    - System Plan: $13.8 billion in activity
  - For every $1 billion invested, 9,745+ jobs
    - System Plan: 97,450+ jobs created

Long-Term Impacts

- Economic Benefits
  - Cost-savings for transit users and others
  - Congestion reduction and productivity
- Community Benefits
  - Access to employment, housing, medical
  - Environmental quality
  - Public safety (Vision Zero)
  - Tax base and costs of public service provision
ECONOMIC OPPORTUNITY ANALYSIS: RESULTS

Question:

- Does investment in transit have an overall positive impact on the local economy?

Study Data:

- National Transit Database
- American Community Survey (Census)
- Bureau of Economy Analysis
- Center for Neighborhood Technology

Study Results:

- Significant relationship between economic well-being, use of transit, and location of jobs close to transit

- Consistent GDP growth (5-15 years) in cities with major transit investments

- Additional community benefits related to sustainability and safety will increase with expanded transit investments
PROJECT CONNECT
INVESTMENT PACKAGE SCENARIOS
PROJECT CONNECT ADOPTED SYSTEM PLAN

**LIGHT RAIL**
- Light Rail Transit in Dedicated Transitways for Orange, Blue and Gold Lines
  - 36 Miles, 40 Stations incl. Downtown Transit Tunnel

**METRORAIL**
- **RED LINE**
  - Station and Operational Improvements
- **GREEN LINE**
  - New Commuter Rail service to connect Downtown to Colony Park with potential extension to Manor and Elgin

**METROEXPRESS**
- 8 New Routes
  - 5 outside service area
- 24 New Park & Rides
  - 10 outside service area
- Better bus service and stop amenities

**METROBUS**
- Enhanced demand response service

**METRORAPID**
- High Frequency Bus with Priority Treatments
  - 7 New Routes
  - ~74 Miles, 193 Stations

**PLUS**
- Zero Emissions
- Improved Customer Tech
- New Circulator Zones (Pickup)
- Maintenance Facility Improvements
# System Plan Investment

<table>
<thead>
<tr>
<th>Project Connect Program Components</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Orange Line - NLTC to Stassney Phase 1 (LRT)</td>
<td>$2.5B</td>
</tr>
<tr>
<td>Orange Line – North/South Extensions Phase 2 (LRT)</td>
<td>$1.7B</td>
</tr>
<tr>
<td>Blue Line – Riverside Corridor (LRT)</td>
<td>$1.3B</td>
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<tr>
<td>Gold Line (LRT)</td>
<td>$700M</td>
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<tr>
<td>Downtown Tunnel (Orange, Blue &amp; Gold Lines)</td>
<td>$2.5B</td>
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<tr>
<td>MetroRapid (All 7 Corridors)</td>
<td>$170M</td>
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<tr>
<td>Green Line To Colony Park</td>
<td>$370M</td>
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<tr>
<td>Red Line Improvements</td>
<td>$25M</td>
</tr>
<tr>
<td>MetroExpress, Park &amp; Rides and Transit Centers</td>
<td>$100M</td>
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<td>Neighborhood Circulators (30 Zones / Vehicles)</td>
<td>$3M</td>
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<tr>
<td>Maintenance Facility Improvements</td>
<td>$300M</td>
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<tr>
<td>Customer Technology Systems</td>
<td>$30M</td>
</tr>
<tr>
<td>Transit Supportive Investments</td>
<td>$200M</td>
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<tr>
<td>TOTAL</td>
<td>$10.0B</td>
</tr>
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</table>

- **45% Federal** $4.5B
- **System Plan Local Commitment** $5.5B

Attachment: Jul_27_Joint_Session - CMTA FINAL (4649 : Project Connect Community Engagement,
System Investment Sequence Plan

YEARS

1  2  3  4  5  6  7  8  9  10  11  12  13

LIGHT RAIL
Orange Line (LRT)
Blue Line (LRT)
Gold Line (LRT)

METRORAIL
Red Line (Commuter Rail)
Green Line (Commuter Rail)

METRORAPID
Phase I
Phase II
Phase III

METROEXPRESS & PARK AND RIDES
METROBUS & METROACCESS
CUSTOMER TECH SYSTEMS
TRANSIT-SUPPORTIVE INVESTMENTS

$200 million

- NEPA / Preliminary Engineering
- Final Design / Procurement
- Construction / Commissioning

Years based on federal NEPA and funding approvals*

Extensions*
## Initial Investment

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</tr>
<tr>
<td>Gold Line – MetroRapid, NEPA completion for LRT</td>
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</tr>
<tr>
<td>Downtown Tunnel (Orange, Blue Lines)</td>
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<tr>
<td>MetroRapid – Expo, Pleasant Valley, Burnet to Menchaca/Oak Hill</td>
<td>$120M</td>
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<td>Green Line to Colony Park – NEPA, Final Design, Construction</td>
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<tr>
<td>Red Line Improvements</td>
<td>$25M</td>
</tr>
<tr>
<td>MetroExpress, Park &amp; Rides, Transit Centers (3 New Routes, 9 P&amp;R, 1 TC)</td>
<td>$60M</td>
</tr>
<tr>
<td>Neighborhood Circulators (15 New Zones / Vehicles)</td>
<td>$1.5M</td>
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<tr>
<td>Maintenance Facility Improvements</td>
<td>$300M</td>
</tr>
<tr>
<td>Customer Technology Systems</td>
<td>$30M</td>
</tr>
<tr>
<td>Transit Supportive Investments</td>
<td>$200M</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$7.0B</strong></td>
</tr>
</tbody>
</table>

- 45% Federal: **$3.15B**
- Initial Package Local Commitment: **$3.85B**

Attachment: Jul_27_Joint_Session - CMTA FINAL (4648) : Project Connect Community Engagement,
Orange Line Extension - North

**PROGRAM COORDINATION BETWEEN CITY OF AUSTIN, TEXAS DEPARTMENT OF TRANSPORTATION AND CAPITAL METRO**

The Orange Line extension provides customers with more frequent service, or shorter times waiting for a bus or train, and providing overlapping services with the Blue and Gold Line.

The System Plan includes light rail for the entire Orange Line. Until future funding is secured and construction is complete, the northernmost and southernmost segments of the line will be serviced by enhanced MetroRapid.

- **Up to 5 minute frequency of MetroRapid service to align with connections to Orange Line and Blue Lines**
  - Relocate 6 MetroRapid stops
  - Install 1 MetroRapid stop
  - Install 7 MetroBus stops
  - Relocate 24 MetroBus stops

- **New planned pedestrian bridge to allow people to safely cross Lamar where the roadway crosses beneath 183.**

- **3 planned intersection improvements at Braker, Rundberg, and Parmer for all modes of transportation**

- **Coordinate with City of Austin and TxDOT for potential traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety**
  - 3 new signals
  - 2 new pedestrian hybrid beacons (PHBs) - pedestrian-activated warning devices which help pedestrians safely cross major roadways where there isn’t a traffic signal.
  - 13 upgraded signals

CapMetro would complete NEPA for LRT on both sections to have a federal record of decision, a major milestone in project development. This allows the agency to be ready to finalize design and have a shortened implementation schedule when future funding is available.
Orange Line Extension - South

PROGRAM COORDINATION BETWEEN CITY OF AUSTIN, TEXAS DEPARTMENT OF TRANSPORTATION AND CAPITAL METRO

The Orange Line extension provides customers with more frequent service, or shorter times waiting for a bus or train, and providing overlapping services with the Blue and Gold Line.

The System Plan includes light rail for the entire Orange Line. Until future funding is secured and construction is complete, the northernmost and southernmost segments of the line will be serviced by enhanced MetroRapid.

Up to 5 minute frequency of MetroRapid service to align with connections to Orange Line and Gold Lines
- Serves 5 MetroRapid stops
- Enhancements to existing bus stops

4 potential intersection improvements at Ben White (SH 71), Radam Lane, Slaughter and Industrial Boulevard.
- New turn lanes
- ADA-accessible sidewalks / shared use paths

Coordinate with City of Austin and TxDot for potential traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety
- Up to 6 upgraded signals

Potentially connect to future multimodal improvements on the Bergstrom Spur: an important future link connecting bicycle, pedestrian, trail, and public transportation networks in several local and regional plans.

CapMetro would complete NEPA for LRT on both sections to have a federal record of decision, a major milestone in project development. This allows the agency to be ready to finalize design and have a shortened implementation schedule when future funding is available.
Initial Investment Sequence Plan

- **Light Rail**
  - Orange Line (LRT)
  - Blue Line (LRT)

- **Metrorail**
  - Red Line (Commuter Rail)
  - Green Line (Commuter Rail)

- **Metrorapid**
  - Phase I
  - Gold Line (Complete NEPA)

- **MetroExpress & Park and Rides**

- **Metrobus & Metroaccess**

- **Customer Tech Systems**

- **Transit-Supportive Investments**

**Years based on federal NEPA and funding approvals**

- NEPA / Preliminary Engineering
- Final Design / Procurement
- Construction / Commissioning

$200 million
Integrated Financial Model

• We have developed an integrated financial model
  • Utilized to create a long-term funding and financial plan for Project Connect
  • Collaborative effort with the City, Capital Metro and HDR

• Cash flow requirements for entire Project Connect Program
  • City of Austin property taxes, Capital Metro funds, Federal grant revenues
  • Initial large outlays of capital expenditures funded with revenue (“PayGo”), revenue bonds, federal loans during construction
  • Operations begin in 2023 and scale up as projects are completed
  • Future vehicle replacements
  • Debt service on revenue bonds

• Federal Transit Agency (FTA) compliant model
# Initial Investment: Capital Metro Funding

<table>
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<tr>
<th></th>
<th>FY2021 Budget</th>
<th>FY2022 Budget</th>
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<tbody>
<tr>
<td>Preliminary Design and NEPA (Orange, Blue, Gold Line)</td>
<td>$13.0</td>
<td>$10.4</td>
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<tr>
<td>Red Line Phase I</td>
<td>$15.0</td>
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<tr>
<td>MetroRapid Lines – Project Development</td>
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<tr>
<td>Expo Center Project Development</td>
<td>$2.4</td>
<td>-</td>
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<tr>
<td>Pleasant Valley Project Development</td>
<td>$2.1</td>
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<tr>
<td>South Lamar (803 Extensions) Project Development</td>
<td>$2.0</td>
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<tr>
<td>Capital Expansion Funds Transferred to ATP</td>
<td>$38.5</td>
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<tr>
<td>Total Initial Contribution</td>
<td>$73.0</td>
<td>$20.4</td>
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System Plan Investment

**Capital Cost:** $10 billion

**Financing:** ongoing CapMetro revenue, Federal Grants, City TRE

**City TRE Tax Rate:** 11 cents

<table>
<thead>
<tr>
<th>Home Value</th>
<th>$250,000</th>
<th>$325,000</th>
<th>$500,000</th>
<th>$750,000</th>
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<tr>
<td>Annual</td>
<td>$275</td>
<td>$358</td>
<td>$550</td>
<td>$825</td>
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<td>Monthly</td>
<td>$22.92</td>
<td>$29.79</td>
<td>$45.83</td>
<td>$68.75</td>
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Total Tax Bill Impact: 5.14%
Initial Investment

Capital Cost: $7 billion
Financing: ongoing CapMetro revenue, Federal Grants, City TRE
City TRE Tax Rate: 8.5 cents

Total Tax Bill Impact: 3.97%

<table>
<thead>
<tr>
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<th>$250,000</th>
<th>$325,000</th>
<th>$500,000</th>
<th>$750,000</th>
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<tr>
<td>Annual</td>
<td>$213</td>
<td>$276</td>
<td>$425</td>
<td>$638</td>
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<td>Monthly</td>
<td>$17.71</td>
<td>$23.02</td>
<td>$35.42</td>
<td>$55.13</td>
</tr>
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</table>
Potential Tax Impacts for Austin Property Owners

- $750,000: 76.2% 20.0% 3.8%
- $500,000: 76.2% 20.0% 3.8%
- $325,000: 76.5% 19.7% 3.8%
- $250,000: 76.7% 19.5% 3.8%

Legend:
- Orange: 2019-2020 Non-City Property Tax
- Green: 2019-2020 City of Austin Property Tax
- Blue: Project Connect Initial Investment

2.1.a Packet Pg. 29
AUSTIN TRANSIT PARTNERSHIP
BUILDING THE FUTURE TOGETHER
BUILDING THE FUTURE TOGETHER

project connect

METRO

AUSTIN TRANSiT PARTNERSHIP

ATTACHMENT: Jul_27_Joint_Session - CMTA FINAL (4649: Project Connect Community Engagement,
AUSTIN TRANSIT PARTNERSHIP

Guiding Principles

- Transparency
- A new independent board
  - Uncompensated members
- Single entity with authority and resources to construct, implement Project Connect
- City Council and Capital Metro Board oversight

Partnership Framework

FUNDING
- City of Austin Funding
- CapMetro Funding + Federal Funds

AUSTIN TRANSIT PARTNERSHIP
- Governance
- Financing
- Planning & Implementation

OPERATIONS
- Capital Metro
AUSTIN TRANSIT PARTNERSHIP BOARD

Board Composition

- City of Austin
  - Member of City Council

- Capital Metro
  - Member of the Board

- 3 Community Experts (15+ years experience)
  - Finance
  - Engineering and Construction
  - Community Planning and Sustainability

Nominating Committee

- Chair of the Capital Metro Finance, Audit and Administration committee

- Chair of the Capital Metro Operations, Planning and Safety committee

- Chair of the Austin City Council Audit and Finance committee

- Chair of the Austin City Council Mobility committee
TODAY’S ACTIONS
# RESOLUTIONS & ACTION DATES

| JULY 27 | RESOLUTION | Council directs staff to include Project Connect in CoA tax rate and to prepare necessary documents |
| JULY 30 | COA BUDGET RESOLUTION | City adopts maximum tax rate |
| AUGUST 7 | RESOLUTION | CoA resolution approving ILA for ATP |
| AUGUST 7 | RESOLUTION | CoA contract with voters |
| AUGUST 12-14 | RESOLUTION | CMTA resolution approving ILA for ATP |
| AUGUST 12-14 | RESOLUTION | CMTA funding commitment resolution |

**INVESTMENT PACKAGE DETERMINED**

- JULY 27: Joint Meeting
- JULY 30: Council Meeting
- AUGUST 7: Joint Meeting
- AUGUST 12-14: COA Budget Meetings

**COA BUDGET ORDINANCE**
- Council adopts FY20-21 Budget
- Council adopts tax rate
- Council orders election

**COA BUDGET ORDINANCE**
- City adopts tax rate
**Recommended: Initial Investment**

<table>
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<thead>
<tr>
<th></th>
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<tbody>
<tr>
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<td>$3.15B</td>
</tr>
<tr>
<td>Initial Package Local Commitment</td>
<td>$3.85B</td>
</tr>
</tbody>
</table>

**System Plan**

**Adopted June 18, 2020**

**Initial Investment**

**45% Federal $3.15B**

**Initial Package Local Commitment $3.85B**

**Packet Pg. 36**
WHY THE INITIAL INVESTMENT SCENARIO?

• Commitment to implementing full approved Project Connect System Plan
• Provides opportunities to leverage future funding partners
  • Federal, state, regional, local, public-private partnerships
• System design considerations:
  • **Orange Line:** future coordination with TxDOT on ROW for north/south extensions
  • **Gold Line:** future coordination with University of Texas
  • **Green Line:** Phase II coordination with Travis County, Manor, Elgin
  • **MetroRapid:** additional routes as corridors develop potential ridership
  • **MetroExpress and Park & Rides:** future coordination with CTRMA, regional partners
RECOMMENDATION FOR ACTION

CITY COUNCIL & CAPITAL METRO BOARD
Investment Package Determined

AUSTIN CITY COUNCIL
Provides direction on 8.5 cent TRE for initial investment implementation

CAPITAL METRO BOARD
Commits existing and future funding for initial investment implementation
NEXT STEPS
7/15/2020
Map illustrates system plan adopted by Capital Metro Board and given resolution of approval by Austin City Council.
Map illustrates system plan adopted by Capital Metro Board and given resolution of approval by Austin City Council.
Approval of a resolution directing the President & CEO to include funds in the Capital Expansion Fund in the FY 2021 budget and develop a commitment of long-term funds to invest in the Project Connect System Plan and transit supportive investments, and directing the President & CEO to draft an interlocal agreement with the City of Austin for creation of a local government corporation.
WHEREAS, Project Connect is a vision for how we move people today and plan for tomorrow, and will create an integrated transit system that eases traffic, brings jobs to our region, improves the environment and better connects people so everyone in our community can thrive; and

WHEREAS, making public transportation a real, viable alternative for more people will make the greatest positive impact for the environment and help achieve the city’s goal of shifting commuter mode share to less than 50 percent single-occupancy vehicles; and

WHEREAS, Capital Metro and its partners at the City of Austin have put in more than two years of outreach and engaged nearly 60,000 community members about the benefits of Project Connect, and those community members have overwhelmingly said they want to see significant improvements to transit; and

WHEREAS, implementation of the Project Connect System Plan and related projects could create over 97,450 direct jobs locally with a regional economic impact of $13.8 billion; and

WHEREAS, an investment in public transportation is an investment in the economy and we cannot have sustained economic development in this region without a significant investment in transit; and

WHEREAS, investment in transit has the opportunity to provide the most vulnerable in our community with access to high-quality transportation to better access jobs, healthy food, education, and more; and

WHEREAS, investment in transit is an investment in equity, and a significant action we can take to correct historical inequities is to make the Capital Metropolitan
Transportation Authority transit system more robust, more affordable, and more widely available; and

WHEREAS, prevention of displacement of lower income residents from areas served by Project Connect’s new infrastructure is a guiding principle to Capital Metro and the City of Austin, and Capital Metro’s longstanding Transit Oriented Development Policy has been designed to support equitable growth that acts as a force multiplier for transit’s benefits for the entire community, and the Austin City Council adopted the Austin Strategic Mobility Plan (ASMP) that established the City policy of proactively assessing displacement impacts of transportation projects, stating “it is important that we recognize this fact during the planning phase of all transportation infrastructure projects and that, before we begin the implementation of these projects, we work with our partners, develop strategies, and utilize tools to support current neighborhood residents and businesses, stopping or limiting their displacement;” and

WHEREAS, the Capital Metro Board unanimously adopted the Project Connect System Plan that includes the Locally Preferred Alternatives for the Orange, Blue, Gold, Green, and MetroRapid Lines on June 10, 2020; and

WHEREAS, the Austin City Council unanimously passed a resolution of support for the Project Connect System Plan on June 10, 2020, and directed the City Manager to provide options to support the creation, operation, and maintenance of a high-capacity transit system; and

WHEREAS, Capital Metro appreciates the unanimous June 10, 2020 Austin City Council resolution supporting the Project Connect System Plan and recognizes the critical importance of the partnership between Capital Metro and the City of Austin to securing the local funding commitment required to move into the federal funding process and to realize the vision of Project Connect; and

WHEREAS, Capital Metro is on sound financial footing and has established a Capital Expansion Fund, and will commit future operations and maintenance funding to Project Connect, and upon a successful election and a local funding commitment will serve as the FTA grantee for federal funding; and

WHEREAS, Capital Metro appreciates the partnership with the City of Austin that will assist in securing the local funding commitment required to move into the federal funding process; and

WHEREAS, Capital Metro appreciates the action by the Austin City Council directing the City Manager to include 8.75 cents in the Fiscal Year 2020-2021 property (ad valorem) tax rate for the purposes of creating a dedicated fund for a joint local government corporation, created by the City of Austin and Capital Metro, to invest in the Project Connect System Plan and transit supportive investments, including at least $300
million for transit supportive displacement mitigation.

NOW, THEREFORE, BE IT RESOLVED that the Capital Metro Board of Directors directs staff to include funds identified in 2020 for the Capital Expansion Fund and proposed in the FY 2021 budget to invest in the Project Connect System Plan and transit supportive investments, and return on August 7, 2020, with a resolution offering Capital Metro’s commitment of long-term funds to construct and operate the Project Connect program.

BE IT FURTHER RESOLVED that the Capital Metro Board of Directors directs staff to draft an Interlocal Agreement with the City of Austin identifying initial roles and responsibilities to create the Austin Transit Partnership, a local government corporation, and return on August 7, 2020 with a resolution for approval by the Board.

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Date: _____________________

Secretary of the Board
Eric Stratton