~ NOTICE OF MEETING ~
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS MEETING
2910 East Fifth Street Austin, TX 78702

~ Agenda ~

Monday, July 19, 2021 12:00 PM Capital Metro Rosa Parks Boardroom

I. Oath of Office

II. Public Comment:

III. Advisory Committee Updates:
   1. Access Advisory Committee
   2. Customer Service Advisory Committee (CSAC)

IV. Board Committee Updates:
   1. Operations, Planning and Safety Committee
   2. CAMPO update
   3. Austin Transit Partnership update

V. Consent Items
   1. Approval of minutes from the May 24, 2021 board meeting.
   2. Approval of a resolution appointing Becki Ross as a member of the Finance, Audit and Administration Committee for the remainder of the 2021 Calendar Year.
   3. Approval of an amendment to the Interlocal Agreement between Capital Metropolitan Transportation Authority (CMTA) and the Combined Transportation and Emergency Communications Center (CTECC) requiring all partners to immediately notify CTECC in case of any dangerous conditions that may impact the operations of the CTECC facility or procedures including Information Technology system breaches, unexpected outage of shared systems, or interruptions in the continuity of operations at the facilities.

VI. Action Items:
   1. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Applications Software Technology LLC for Enterprise Resource Planning (ERP) system and implementation services for a base period of two (2) years with three (3) option periods for twelve (12) months each in an amount not to exceed $17,578,715.
2. Semi-annual update on Diversity Equity and Inclusion and approval of a resolution adopting the Capital Metropolitan Transportation Authority Board of Director’s Diversity, Equity, and Inclusion Policy Statement.

3. Approval of a resolution authorizing the President & CEO, or his designee, to approve a contract for an Availability Study on federally funded contracts and a Disparity Study for locally funded contracts with Colette Holt & Associates for a one (1) year term in an amount not to exceed $348,525.

4. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute Interlocal Agreements (ILAs) with suburban communities within the service area for the FY2022 Build Central Texas Program.

5. Approval of a resolution authorizing the President & CEO, or his designee, to amend an Interlocal Agreement (ILA) with Travis County to govern the distribution and use of digital passes by Travis County employees under the terms of the ILA.

6. Approval of a resolution authorizing the President & CEO, or his designee, to extend an Interlocal Agreement (ILA) with Austin Community College for student and employee transit passes that establishes a pay-per-ride arrangement for paratransit, rail and fixed-route bus services for the months of August 2021 through September 2022.

VII. Presentations:

1. FY2022 Budget Proposal
2. Project Connect Update

VIII. Reports:

1. President’s Report

IX. Items for Future Discussion:

X. Adjournment

ADA Compliance

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

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

The Board of Directors may go into closed session under the Texas Open Meetings Act. In accordance with Texas Government Code, Section 551.071, consultation with attorney for any legal issues, under Section 551.072 for real property issues; under Section 551.074 for personnel matters, or under Section 551.076, for deliberation regarding the deployment or implementation of security personnel or devices; arising regarding any item listed on this agenda.
Customer Satisfaction Advisory Committee (CSAC)
Wednesday, July 14, 2021
Teams Virtual Meeting
6:00 p.m. – 7:30 p.m.

Call to Order: Chairman Taylor called the meeting to order at 6:07 pm

Attendees
Committee Members: Ephraim Taylor, David Foster, David Shapiro
Capital Metro Staff: Yannis Banks, Robert Gonzalez, Jennifer Govea, James Bush, Nadia Barrera-Ramirez, Brian Carter, Jo Anne Ortiz, Edna Parra
General Public: Ruven Brooks

Community Communications
Ruven Brooks – question on Reduced Fare ID process and is there a way to cross-check the database to streamline customer experience; Edna will ask appropriate CapMetro departments and will get back to the committee in August

David Foster – has gone to all Austin FC games on CapMetro, and transportation to get there is working well; consider having some service lines that do not go to the very end to improve efficiency

Project Connect Update/Pickup Update
Yannis Banks, Community Outreach Manager, MetroRapid & Green Line
Yannis Banks informed the committee about the upcoming Project Connect Open House on July 31, at the Central Library, and that there will be Blue and Orange Line Project live virtual meetings and self-guided open houses from July 27 to August 5.
Banks also provided updates on new zone opening: South Menchaca will launch in the first week of August; North Oak Hill will open on August 24; and Dessau opened on June 15. Ruven asked about if Ridership data will be placed on the dashboard. James let him know that since it is just leaving the pilot phase it’s not there currently. Since we have just passed our service standards we will be looking to get them on the dashboard at some point.

Committee asked if the South Menchaca will be marketed. Banks let them know that it will be in the paper once it launches, and they will work to get mailers sent out to community members, as well as work with Council Member Kitchen to get the information sent to key organizations and community.

Record and Post CSAC and ACCESS Meetings and Committee Transition
Yannis Banks, Community Outreach Manager, MetroRapid & Green Line
Introduced Edna Parra to the committee; Edna is the new CapMetro Community Engagement and Outreach Manager and will be taking on the role of committee liaison.

Banks also informed the committee that the board is interested in pursuing changes to the current committee meetings, which includes recording all meetings and posting them on the CapMetro website, along with the agendas and minutes.
Chairman Taylor talked about the committee vacancies and expressed concern about the need to reach a quorum to have more formal meetings and start recording them. Currently they have four empty seats.

Brian Carter discussed the logistical needs such as, location, technology, etc., that need to be considered to have committee meetings align similarly to board meetings. The process would have to be defined and outlined with the support of the CapMetro Board Liaison. The committee will discuss it in future meetings and have a recommendation in August or September.

Chairman Taylor also discussed the role of this committee and Project Connect; they would like to provide feedback on some of the lines. Yannis let them know that they can get Austin Transit Partnership members and consultant come speak at some of these meetings.

**Ridership Update**  
*Robert Gonzalez, Service Planning Director; Jennifer Govea, Manager, Service Analysis*

Jennifer Govea explained that they are currently seeing an uptick in ridership and presented on system ridership, commuter, high frequency/local network, and late-night services (see image below).

- **System Ridership** – Slight growth since mid-March and steady uptick from early June
- **Commuter** - Rail (Weekdays growing and Saturday up); Express/Flyers down over 90%
- **High Frequency/Local Network** - down 45% with recent increases
- **UT Routes** - down 75% but positive outlook to the fall
- **Late Night** - Night Owls and E-bus (currently suspended)

Govea brought up that as employers bring back employees back into the office might increase ridership this summer and fall. Also, UT Austin moving to in-person classes this fall will add to ridership increase. Govea also noted that the Late Night are considering bringing back the Late Night services, but they are continuing to monitor Covid-19 recommendations and guidelines from Austin Public Health.
Lastly, Govea informed the committee that Austin FC service lines have been full. The committee asked if they had exceeded capacity; she did not know if they exceeded capacity but did let them know that trains have over-flow when returning from Q2 Stadium. David Shapiro commented again on consolidating services, so that they can return to pick up passengers faster instead of going all the way to the end. Govea noted that she will look into consolidating that midtown section to turn back for efficiency.

Transit Speed and Reliability Program  
*Nadia Barrera-Ramirez, Manager, Cross Agency Transportation & MP*

Nadia Barrera-Ramirez presented updates on the Transit Speed and Reliability Program to get feedback on current and future projects. See presentation agenda below:

The committee also discussed the Zicla Pilot Project located on Guadalupe at 26th Street and challenges associated with getting valid before/after data on its effectiveness. Current plans are to keep the pilot in place until September when traffic volumes are projected to return to normal.

**Leander Update**  
*Yannis Banks, Community Outreach Manager, MetroRapid & Green Line*

The Leander Council has not yet called for an election to consider leaving the service area. The council has directed staff to gather information on the implications of leaving the service area. Capital Metro is committed to continuing to serve the residents of Leander who rely on and enjoy the benefits of our services. We recently announced the return of Saturday rail service, and we saw our Leander customers respond positively—especially as many people are making summer plans, venturing out to the Domain, and planning their very first trips to Q2 Stadium. Capital Metro leadership has met with the new Mayor and continues to have productive discussions on our partnership. Staff also continues to work with the city manager and his staff on several initiatives and opportunities.
August Meeting Agenda Discussion

January – start planning for the year-long work plan

Reduced Fares – reaching out to departments to see what systems can be improved to improve Reduced Fare ID procedures

Publicizing meetings and discuss process to record meetings

Chairman Taylor discussed current members and future possible elected member; David Shapiro asked who is not coming back:

BJ Taylor will return

Betsey – still a member, but need to check in and see if she can maintain her seat according to bylaws

Cooper is appointing a new member as well

Council Member Kitchen and the new Leander Board Member each have an applicant pending

Budget update by Kevin Conlan

August Service Change

Question brought up: When will the public outreach be done?

Continuously, there shouldn’t be too much change, but CapMetro is working on a plan.

For September – priority - Have a discussion in September about the Orange line, but need quorum if they want to make any recommendations or comments about those lines
Approval of minutes from the May 24, 2021 board meeting.
I. Public Comment:

Zenobia Joseph, citizen, provided comments related to Title VI of the Civil Rights Act of 1964. She called the board's attention to an email she sent to the state's Local Government Committee on H.B. 3893 about the agency's lack of meaningful engagement or opportunities for public comment under Title VI prior to making cuts and changes to bus routes in 2017. She highlighted the increased frequencies on Routes 383 and 392 that are planning for Austin F.C. game days, which is nice, but minority populations who use these routes are just trying to get to work and would benefit from increased frequencies all the time. She urges the board to restore service all the way to Great Hills, and to the Samsung and Apple campuses north of U.S. 183.

Barbara Epstein, who is an elder law attorney who serves on the City's aging in place group, has been an Austin bus rider for 47 years. She urges the board to restore the previous Route 10 stop at the Hancock Shopping Center, which was moved to a location which is less safe for customers. (At this point Ms. Epstein's phone connection dropped. She joined a short time later to finish her comments.) he commented on difficulties using - and the safety of - the new Route 10 stop outside the Hancock HEB. Among other issues this causes customers to make an unsafe mid-block crossing. Routes and stops must be both efficient and safe.

II. Advisory Committee Updates:

1. Access Advisory Committee

Community Outreach Manager Yannis Banks gave the monthly report.

This month the Access Committee heard updates on both Project Connect and the Pickup service. They also heard presentations the Austin F.C. game day service plan, the upcoming Title VI policy updates, and an update on the Capital Metro Public Safety Department’s activities.

2. Customer Service Advisory Committee (CSAC)

Community Outreach Manager Yannis Banks gave the monthly report.

This month CSAC heard updates on Project Connect, the Austin F.C. stadium service plan, Title VI policy updates, and the agency’s Public Safety Department.

III. Board Committee Updates:

1. Operations, Planning and Safety Committee

Chair Kitchen provided the update.

The Operations, Planning and Safety Committee met on May 12th and recommended for consent the item to install auxiliary cooling units on MetroRail vehicles, and heard a presentation on the budget calendar.

2. Finance, Audit and Administration Committee

Chair Mitchell provided the update.
The Finance, Audit and Administration met on May 12th and recommended for action today’s Ethics Policy update. They also heard the annual presentation on Capital Metro’s financial audit, and received an update on current Internal Audit projects.

3. CAMPO update
Board Member Mitchell provided the update.

CAMPO met on May 10th and had action items related to a public dashboard and an minor amendment the policy board’s bylaws. They also heard a presentation on the status of the Unified Work Planning program.

4. Austin Transit Partnership update
Board Member Stratton provided the update.

The Austin Transit Partnership board met for the first time in person and received updates on community engagement, including the new technical and community advisory committees. There was also a project update on the NEPA process, and updates on both administrative issues and human resources. The board also took action on a board policies item and heard a presentation on the Blue Line alignment.

IV. Consent Items

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<thead>
<tr>
<th>RESULT:</th>
<th>ADOPTED [UNANIMOUS]</th>
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<tbody>
<tr>
<td>MOVER:</td>
<td>Leslie Pool, Board Member</td>
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<tr>
<td>SECONDER:</td>
<td>Jeffrey Travillion, Board Member</td>
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<tr>
<td>AYES:</td>
<td>Mitchell, Cooper, Kitchen, Travillion, Stratton, Pool</td>
</tr>
<tr>
<td>ABSENT:</td>
<td>Renteria, Hill</td>
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1. Approval of minutes from the March 29, 2021 board meeting.

2. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with STADLER Rail Group for the purchase, installation, testing and commissioning of six (6) Auxiliary Cooling Systems for MetroRail Diesel Multiple Units (DMUs) in an amount not to exceed $185,590 which includes $20,000 in contingency.

V. Action Items:

1. Approval of a resolution authorizing updates to the Code of Ethics adopted by the Board of Directors.

   General Counsel Ashley Glotzer brought this item forward.

   This is a minor update related to the revolving door policy on staff and board members working on Capital Metro-related contracts after they leave the agency.

   Zenobia Joseph added public comment prior to the vote on the resolution. She does not believe that the current Code of Ethics clause that calls for honesty and integrity is being adhered to. She referenced Federal Transit Administration Circular 4702.1b Chapter 4-16 requiring reanalysis of routes and implementation of the least discriminatory alternative. She feels that a failure to do so represents a non-compliance with the current Code of Ethics. She also continues to have safety concerns about the mid-block Chinatown stop along North Lamar. She will continue to fight for a more equitable system.
RESULT: ADOPTED [5 TO 0]
MOVER: Jeffrey Travillion, Eric Stratton
AYES: Mitchell, Cooper, Travillion, Stratton, Pool
ABSENT: Renteria, Hill
RECUSED: Kitchen

2. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute an Agreement Regarding Transit Matters with Austin Stadco LLC to (i) memorialize certain financial commitments of Austin Stadco LLC to Capital Metro pursuant to the lease with the City of Austin concerning Q2 Stadium and (ii) address certain matters related to the development and operation of the proposed McKalla Place rail station, including the development of a transportation, parking and event plan that addresses certain safety and security measures, among other items.

Executive Vice President of Planning and Development Sharmila Mukherjee brought this item forward.

Sharmila reviewed the financial terms of the agreement and how this initiative aligns with the strategic goals of the agency. She also highlighted the current service plans for events at Q2 stadium. The Kramer Station will remain open until the new station is completed.

Board Member Stratton asked for clarification on the types of stadium transportation improvements covered under this agreement. He also asked Sharmila to elaborate on the use of the stadium parking on non-event days as a park and ride.

Board Member Pool asked about the timing of the payments under the agreement, and Board Member Kitchen followed up with a question that led to a discussion about adding or amending a clause in the agreement and resolution related to how the repayments to Capital Metro should be spent.

Board Member Pool put forward a motion to approve the resolution with the addition of a phrase that the funds received be used to defray Capital Metro's costs and expenses incurred during the design, construction and permitting of McKalla Place Station, which is in the Executive Summary of the resolution.

RESULT: ADOPTED [UNANIMOUS]
MOVER: Leslie Pool, Board Member
SECONDER: Ann Kitchen, Board Member
AYES: Mitchell, Cooper, Kitchen, Travillion, Stratton, Pool
ABSENT: Renteria, Hill

VI. Presentations:

1. Project Connect Monthly Update

Project Connect Program Officer Dave Couch gave the presentation.

Dave began with a review of the Program Sequencing Plan and the gave recent technical updates for the Blue and Orange Lines, including the NEPA process. He also gave updates on other Project Connect initiatives including the new MetroRapid lines and extensions, progress on the Red Line upgrades, and Pickup neighborhood circulators. He also updated the board on recent community engagement opportunities and highlight several upcoming ones.

Dave then walked the board through the alignment, station geometry, and features of the Blue Line from the airport into downtown Austin.
Board Member Kitchen asked about the effect of the project on the Waller Creek boathouse. Dave relayed that current the designs include trying to retain the lower portion of the boathouse.

2. **Capital Metro Brand Refresh**

Chief Experience and Engagement Officer Brian Carter gave the presentation.

Brian started by reviewing the “brand journey” and reasons behind -- and timing of -- this review. He also discussed the differences between a brand refresh and a rebranding, and mentioned some of the elements that would be updated as part of a brand refresh. There is currently brand research underway involving both staff and customer focus groups, and Brian hopes to return to the board this summer with the results, which will inform next steps.

Board member Stratton asked about integration of the Capital Metro brand with the Austin Transit Partnership one, then followed up with a question about the brand’s perception with our regional cities and partners.

3. **Contracting Review Requirements**

Executive Vice President of Administration Donna Simmons and Chief Counsel Ashley Glotzer gave the presentation.

Donna began with a review of Federal Transit Administration contracting requirements, which are outlined in an FTA Best Practices manual, including Buy America requirements for rolling stock and infrastructure, the Davis-Bacon Act for prevailing wages, bonding requirements, and Disadvantage Business Enterprise (DBE) guidelines. Ashley then followed with research and analysis done recently by staff to identify opportunities to update and improve Capital Metro construction and labor contracts for things like living wages, apprenticeship programs, local hiring preferences and workforce development.

Board Member Kitchen about the timing of board engagement on elements of the plan presented. President Clarke summarized several of the considerations for doing so.

**VII. Reports:**

1. **President’s Report**

President Clarke gave his monthly update. This month's topics included an update on recent increases in service levels, highlighting the upcoming plans for service to Austin FC games, and an update on activities of the federal government to fund transit and infrastructure projects.

**VIII. Items for Future Discussion:**

**IX. Adjournment**

**ADA Compliance**

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

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Date: May 24, 2021

__________________________________________
Ed Easton
Manager of Board Relations
Approval of a resolution appointing Becki Ross as a member of the Finance, Audit and Administration Committee for the remainder of the 2021 Calendar Year.
SUBJECT:
Approval of a resolution appointing Becki Ross as a member of the Finance, Audit and Administration Committee for the remainder of the 2021 Calendar Year.

FISCAL IMPACT:
This action has no fiscal impact.

STRATEGIC PLAN:
Strategic Goal Alignment:
1. Internal/External Customer Service Excellence

Strategic Objectives:
1.2 Continuous Improvement

EXPLANATION OF STRATEGIC ALIGNMENT: Does not apply.

BUSINESS CASE: Does not apply.

COMMITTEE RECOMMENDATION: This item will be presented to the full board.

EXECUTIVE SUMMARY: In accordance with the Capital Metropolitan Transportation Authority Board of Directors Bylaws the board desires to formalize the appointment of a member to replace Troy Hill on the Board's Finance, Audit and Administration Committee. The Board of Directors Bylaws require that the Chairperson recommend members of the board committees, subject to the concurrence of the members of the board.

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Board of Directors
RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2021-1502)
Appointment of Board Committee Member

WHEREAS, the Board of Directors desires to formalize the appointment of a new member to the Finance, Audit and Administration Committee in accordance with the Board Bylaws; and

WHEREAS, the Chairperson of the Board recommends Becki Ross as a member to serve on the Finance, Audit and Administration Committee for the remainder of the 2021 Calendar Year.

NOW, THEREFORE, BE IT RESOLVED that the Capital Metropolitan Transportation Authority Board of Directors hereby approves the appointment of Becki Ross as a member of the Finance, Audit and Administration Committee for the remainder of the 2021 Calendar Year.

________________________          Date: ________________________
Secretary of the Board
Eric Stratton
Approval of an amendment to the Interlocal Agreement between Capital Metropolitan Transportation Authority (CMTA) and the Combined Transportation and Emergency Communications Center (CTECC) requiring all partners to immediately notify CTECC in case of any dangerous conditions that may impact the operations of the CTECC facility or procedures including Information Technology system breaches, unexpected outage of shared systems, or interruptions in the continuity of operations at the facilities.
SUBJECT:
Approval of an amendment to the Interlocal Agreement between Capital Metropolitan Transportation Authority (CMTA) and the Combined Transportation and Emergency Communications Center (CTECC) requiring all partners to immediately notify CTECC in case of any dangerous conditions that may impact the operations of the CTECC facility or procedures including Information Technology system breaches, unexpected outage of shared systems, or interruptions in the continuity of operations at the facilities.

FISCAL IMPACT:
This action has no fiscal impact.

STRATEGIC PLAN:
Strategic Goal Alignment:
1. High Quality Customer Experience
3. Sustainability

Strategic Objectives:
1.1 Safety & Risk
3.2 Safety Culture

EXPLANATION OF STRATEGIC ALIGNMENT:
Capital Metro is working with our partners at the Combined Transportation and Emergency Communications Center to ensure integrity of shared systems and facilities in case of any single entity vulnerability.

BUSINESS CASE:
Partner’s timely notification of data and/or system breaches/compromises will allow others on the shared systems to react quickly and possibly prevent the spread of malicious code/activity into their networks.

COMMITTEE RECOMMENDATION: This item was presented and recommended for approval at the Operations, Planning and Safety Committee meeting on July 14, 2021.

EXECUTIVE SUMMARY:
This amendment adds the following requirement: In the event that there has been an information system breach, a safety compromise of shared employee or an employee working in the CTECC facility, an unexpected outage of one or more shared systems or
any interruption in the continuity of operations, that each partner agency make notification to CTECC through the most expeditious method available, and within a four hour period. This process gives each partner the opportunity to protect the System and partner agencies from cyber and/or other breaches.

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Safety and Security
RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS

STATE OF TEXAS
COUNTY OF TRAVIS
RESOLUTION (ID # AI-2021-1498)
Amendment #1 to CTECC ILA

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to work with our public safety partners to achieve mutually beneficial public safety goals; and

WHEREAS, Capital Metro endeavors to work closely with those partners to ensure that the Combined Transportation and Emergency Communications Center operates efficiently and in a state of readiness that allows it to respond immediately to a crisis in our community.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or his designee, is authorized to execute an amendment to the ILA with the Combined Transportation and Emergency Communications Center requiring immediate notification in the case of shared systems breach.

________________________
Date: _____________________

Secretary of the Board
Eric Stratton
Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Applications Software Technology LLC for Enterprise Resource Planning (ERP) system and implementation services for a base period of two (2) years with three (3) option periods for twelve (12) months each in an amount not to exceed $17,578,715.
SUBJECT:
Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Applications Software Technology LLC for Enterprise Resource Planning (ERP) system and implementation services for a base period of two (2) years with three (3) option periods for twelve (12) months each in an amount not to exceed $17,578,715.

FISCAL IMPACT:
Funding for this action is available in the FY2021 Capital Budget.

STRATEGIC PLAN:
Strategic Goal Alignment:
3. Sustainability

Strategic Objectives:
3.6 Adherence to State of Good Repair Program

EXPLANATION OF STRATEGIC ALIGNMENT:
Our current financial management system is no longer being actively updated by the vendor. Mainstream support for the system by the vendor is expected to end by October 2021 and steps are being taken to seek out 3rd party support until the system can be replaced. At the same time, the system used for human capital management and payroll is a siloed system, lacks robust features, and not integrated with the financial system. As part of the State of Good Repair program, it is imperative to replace these mission-critical systems that are at the end of their useful life.

BUSINESS CASE:
Capital Metro currently uses Microsoft Dynamics AX 2012 as the financial management system for the Authority, and UltiPro for human capital management and payroll. The systems are at the end of their useful life and do not satisfy current business needs for integrating mission-critical business data, budget management, grant management, project accounting, reporting and business intelligence, payroll, employee benefits, recruiting, onboarding and human capital management. At the same time, upgrades require extensive testing and disruption when implemented, and product feature deficiencies result in inefficiencies of staff across the Authority. An ERP system will provide enhanced features, functionality, analytics and reporting to allow more flexible access to business information, streamline business processes, increase efficiencies in
and across multiple departments, improve financial management, increase business analytics and decrease disruption. The new ERP system is expected to eliminate shortcomings that currently exist, add critical features, improve efficiencies, and be scalable as the agency grows. A comprehensive needs analysis was conducted by our ERP consultant, KPMG with all stakeholders throughout the agency to determine the requirements for a best-fit with the agency and to identify an experienced system integration partner with transit agency experience to implement the ERP system.

COMMITTEE RECOMMENDATION:
This agenda item will be presented to the full board of directors on July 19, 2021.

EXECUTIVE SUMMARY:
Capital Metro will be implementing a new ERP system to replace the out-of-lifecycle financial management, human capital management, and payroll systems. To help ensure that Capital Metro procures a best-fit system that meets the current and future business needs of the agency and to ensure that it is implemented most effectively, Capital Metro is seeking to procure licenses and the services of an ERP system integrator. The licensing included with the contract will address all Capital Metro and ATP users. The implementation services will examine our business needs and deliver a fully functional system to include migration of data, training, organizational adoption, as well as ongoing managed services for maintenance and support.

DBE/SBE PARTICIPATION:
The SBE goal is 5%. The prime contractor will meet the goal utilizing the following SBE subcontractors:

<table>
<thead>
<tr>
<th>SBE Subcontractors</th>
<th>Race/Gender</th>
<th>Services/Products</th>
<th>SBE Responsive</th>
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<tbody>
<tr>
<td>Soal Technologies LLC</td>
<td>Asian/ Male</td>
<td>Consulting, Implementation and training.</td>
<td>5%</td>
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<td>Austin, Texas</td>
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<td>5%</td>
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PROCUREMENT:
On February 2, 2021, a Request for Proposals was issued and formally advertised. By the closing date of March 22, 2021, eight (8) proposals were received.

The evaluation team used the following factors in the evaluation of proposals:

(1) The offeror's ability to meet requirements defined in Exhibit F, Scope of Services and Compliance Matrix.

(2) The qualifications and experience of the firm and proposed project staff including recent experience (within the last 5 years) of project team members in implementing core modules, emphasizing public sector and transportation organizations.

(3) The offeror's project approach, methodology and work plan to meet the requirements defined in Exhibit F, Scope of Services and Compliance Matrix.

The proposal from Applications Software Technology was determined to be the best value to the Authority, price and other factors considered. The contract is a fixed price contract. The term of the Contract is for a base period of two (2) years with three (3) option periods for twelve (12) months each for managed services, licensing, and support as follows:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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<tbody>
<tr>
<td>TOTAL BASE PERIOD - YEAR 1</td>
<td>$7,131,815</td>
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<tr>
<td>TOTAL BASE PERIOD - YEAR 2</td>
<td>$2,515,465</td>
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<td>TOTAL OPTION PERIOD - YEAR 5</td>
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<td><strong>TOTAL</strong></td>
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<td>PROJECT AND PORTFOLIO MANAGEMENT</td>
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<td>CONTINGENCY</td>
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<td><strong>GRAND TOTAL</strong></td>
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RESPONSIBLE DEPARTMENT: IT
RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2021-1474)
Financial (ERP) System Replacement

WHEREAS the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to keep systems in the state of good repair and replace its out-of-lifecycle Enterprise Resource Planning (ERP); and

WHEREAS the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to procure and implement a best-fit ERP system that will provide improved functionality to meet current and future business growth.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or his designee, is authorized to finalize and execute a contract with Applications Software Technology LLC for Enterprise Resource Planning (ERP) system and implementation services for a base period of two (2) years with three (3) option periods for twelve (12) months each in an amount not to exceed $17,578,715.

________________________
Date: _____________________

Secretary of the Board
Eric Stratton
Enterprise Resource Planning System Replacement

Capital Metro Board Meeting
July 2021
Executive Summary - Enterprise Resource Planning

• What is an Enterprise Resource Planning (ERP) System?
  • ERP systems tie together a multitude of business processes (i.e., Finance, Budgeting, Procurement, HR, Benefits, and Time and Attendance to name a few) and enable the flow of data between these processes in one integrated solution

• Current State Summary
  • Capital Metro and ATP use Microsoft Dynamics AX, an outdated, soon to be unsupported system
    • Implemented in 2016 – Performs limited Finance, Budgeting, and Procurement functions
    • System at end-of-life, which Microsoft will no longer support after 2021
    • Not scalable to support Capital Metro growth and ATP expansion
  • Capital Metro and ATP both use UltiPro for Human Resources and Payroll Management
    • Implemented in 2007 – performs limited features and functions as implemented today
    • Not scalable to support integrated HR, Benefits Management, Talent Management, Learning Management and other functions with ERP across both Capital Metro and ATP
ERP Replacement – Proposed Timeline

- State of Good Repair Initiative for replacement of Out-of-Lifecycle systems for Capital Metro and ATP
- Full implementation planned for Winter 2023

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</thead>
<tbody>
<tr>
<td>Conducted needs assessment</td>
<td>Began RFP Process</td>
<td>Selection of Software &amp; Service</td>
<td>Kick-off with Project Team</td>
<td>Go-Live Finance &amp; Procurement</td>
<td>Go-Live HR &amp; Payroll</td>
</tr>
</tbody>
</table>
Why Oracle ERP and AST as Implementation Partner?

• **Oracle Cloud ERP System**
  - Regarded as a top ERP system by Gartner in 2020; provides enhanced analytics and reporting
  - Key industries served: Information Technology and Services, Financial Services, Hospital and Government Administration and Public Sectors, etc.
  - Meets Capital Metro and ATP requirements for present needs and future growth

• **AST Corporation**
  - Platinum (top-tier) Oracle ERP implementation partner; leader in state and local government implementations
  - 25+ years of 500+ implementations and 20+ Oracle Cloud ERP implementations over the last six years
  - Experience with transit agencies (LA Metro, Metra, Chicago Transit)
  - SBE commitment of 5%

• **Recommended Award July 2021 - $17,578,715**
  - Base: 2 years $9,647,280
  - Options: 3 one-year Managed Services, Licensing & Support - $3,940,315
  - Contingency: $2,299,200
  - PPM: $1,691,920
THANK YOU!
Semi-annual update on Diversity Equity and Inclusion and approval of a resolution adopting the Capital Metropolitan Transportation Authority Board of Director's Diversity, Equity, and Inclusion Policy Statement.
SUBJECT:
Semi-annual update on Diversity, Equity and Inclusion and approval of a resolution adopting the Capital Metropolitan Transportation Authority Board of Director’s Diversity, Equity, and Inclusion Policy Statement.

FISCAL IMPACT:
This action has no fiscal impact.

STRATEGIC PLAN:
Strategic Goal Alignment:
1. Internal/External Customer Service Excellence
Strategic Objectives:
1.2 Continuous Improvement

EXPLANATION OF STRATEGIC ALIGNMENT: The Board’s Diversity, Equity and Inclusion Policy Statement aligns with several Capital Metro strategies, and will demonstrate the Board’s commitment to centering diversity, equity and inclusion in Board decisions impacting the Capital Metro strategic vision.

BUSINESS CASE: The Policy Statement affirms and clarifies the Capital Metro Board’s role and commitment regarding ensuring diversity, equity and inclusion are prioritized in decisions brought before the Board.

COMMITTEE RECOMMENDATION: This item will be presented to the full board on July 19, 2021.

EXECUTIVE SUMMARY: The Capital Metro Board of Directors and the community have stressed the need to clearly state the Board’s position on ensuring diversity, equity and inclusion are centered in their decision making. The proposed Diversity, Equity and Inclusion Policy Statement is intended to provide clear definition to the Board’s commitments in these areas. By adopting a Diversity, Equity and Inclusion Policy Statement, the Capital Metro Board of Directors reaffirms the mission of the Capital Metro Transportation Authority (Capital Metro) to connect people and communities to jobs and opportunities by providing quality transportation choices. Further, the Policy Statement reaffirms that the provision of public transit is an essential public service, and that Board decisions will be made through a lens of ensuring this essential service is providing equitably, and without discrimination.
Consideration of the Board Policy Statement will be proceeded by a semi-annual update on Capital Metro’s Diversity, Equity and Inclusion programs.

TITLE VI, DBE/SBE PARTICIPATION and EEO: Does not apply.

PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Diversity, Equity and Inclusion
RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2021-1500)
Diversity, Equity and Inclusion Policy Statement

WHEREAS, The Capital Metro Board is committed to diversity, equity and inclusion in the delivery of our programs, projects and services, and to demonstrating our commitment through transparency and accountability. We define diversity, equity and inclusion as follows:

- Diversity: The range of human differences, including but not limited to, race, ethnicity, gender identity, sexual orientation, age, social class, physical or mental disability or functional ability, religion, national origin, language spoken or political beliefs.
- Equity: Fairness in process, distribution of resources, opportunity, and provision of varying levels of support to achieve greater fairness of outcomes.
- Racial equity: In acknowledgement of historical inequity based on race, where race no longer determines one’s outcomes and when everyone has what they need to thrive.
- Inclusion: Involvement and empowerment, where everyone feels welcomed, respected, supported and valued and has the opportunity to be heard.

NOW, THEREFORE, BE IT RESOLVED that the Capital Metropolitan Transportation Authority Board of Directors approves the attached Diversity, Equity & Inclusion Policy Statement.

________________________                     Date: _______________________
Secretary of the Board                        
Eric Stratton
Capital Metro Board of Directors Policy Statement
Regarding Diversity, Equity and Inclusion

The Capital Metro Board of Directors reaffirms the mission of the Capital Metro Transportation Authority (Capital Metro) to connect people and communities to jobs and opportunities by providing quality transportation choices. Through the provision of public transit as an essential public service, the Board of Directors further notes it is Capital Metro’s goal to provide safe, equitable, reliable, and cost-effective public transit to improve mobility, and stimulate economic development. The mobility Capital Metro provides ensures access to jobs, healthcare, education, worship, entertainment and much more.

The Capital Metro Board is committed to diversity, equity and inclusion in the delivery of our programs, projects and services, and to demonstrating our commitment through transparency and accountability. We define diversity, equity and inclusion as follows:

- **Diversity**: The range of human differences, including but not limited to, race, ethnicity, gender identity, sexual orientation, age, social class, physical or mental disability or functional ability, religion, national origin, language spoken or political beliefs.
- **Equity**: Fairness in process, distribution of resources, opportunity, and provision of varying levels of support to achieve greater fairness of outcomes.
- **Racial equity**: In acknowledgement of historical inequity based on race, where race no longer determines one’s outcomes and when everyone has what they need to thrive.
- **Inclusion**: Involvement and empowerment, where everyone feels welcomed, respected, supported and valued.

We acknowledge the role transportation systems and infrastructure play in creating civil rights, social and economic inequities in the U.S. and affirm our commitment to address any inequities of our system. In the delivery of our programs, projects and services, we commit to the following:

- We pledge to consider fare and service changes with a lens of minimizing and mitigating disproportionate impacts based on race, color or national origin and income level, in accordance with Title VI of the Civil Rights Act of 1964.
- Recognizing that the Capital Metro service area is a complex region, with varying views and perspectives, Capital Metro strives to create educational and engaging community dialogues inclusive of all races, cultures, and identities—ensuring fair access for underserved and excluded communities. We commit to furthering this work by providing equitable opportunities for diverse perspectives and communities to engage and be heard in Board decisions.
- We will seek to include opportunities for diverse vendors to do business with Capital Metro. Capital Metro engages the community to develop disadvantaged businesses in line with the Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) programs and provide opportunities for small-business owners, people of color, women, and others to attain upward economic
mobility through business with Capital Metro. We will meet the federal and local requirements for our DBE and SBE programs and strive to exceed those requirements. The Board commits to being mindful of the value these opportunities can provide for disadvantaged and small businesses.

- Concerning Capital Metro employment opportunities, we support the President and CEO’s Equal Employment Opportunity Policy (Policy Statement OOD-104), which notes, “[Capital Metro] strives to have a workforce at all levels that reflects the community we serve” and commits to non-discrimination based on any protected class.

Finally, as we, the Board of Directors, make policy decisions to advance the Capital Metro mission and goals, we commit to integrating equity and inclusion into our policies, programs and practices. We are collectively committed to being actively anti-racist and anti-discriminatory in our community and in our decision making and practices.

Version as of 7/13/21
Diversity, Equity and Inclusion Program Update & Consideration of Board Policy Statement

Board of Directors Meeting

July 19, 2021

Donna Simmons, EVP Administration
Diversity, Equity, and Inclusion Officer

Jacqueline Evans, Director Diversity, Equity and Inclusion
Contents

• Diversity Updates
  • Workforce
    • Required by Federal Transit Administration (FTA) for EEO Plan Update
    • Service Provider data
  • Vendor
    • DBE commitment update compared to goals as required by FTA
    • DBE payments
    • SBE commitments and payments

• Diversity, Equity, and Inclusion Program Update
• Proposed Board of Directors DEI Policy Statement
Overall Diversity Report
CMTA, Service Providers and Austin (As of March 2021)

# of CMTA Employees - 327
# of Service Provider Employees - 1,720
Total Workforce - 2,047

Austin availability: American Community Survey (ACS) 2018
Promotion Demographics
Capital Metro Fiscal Year 2021 (10/1/20-3/31/21)

Promotions by Race

- White: 56%
- African American: 25%
- Two or More: 4%
- Hispanic: 9%
- Asian Pacific: 6%

Promotions by Gender

- Male: 59%
- Female: 41%

Total Promotions and Reclassifications: 32
New Hire Demographics
Capital Metro Fiscal Year 2021 (10/1/20-3/31/21)

New Hires by Race
- White: 61%
- Asian Pacific: 17%
- African American: 14%
- Not Specified: 3%
- Hispanic: 5%

Total New Hires: 36

New Hires by Gender
- Male: 53%
- Female: 47%

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Vendor Diversity: Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) Programs

DBE
- Minority or woman-owned
- Certified via TxDOT
- Goals placed on federally funded projects
- Qualified owners' personal net worth must be less than $1.32 million
- Independent and for profit
- Must be a U.S. Citizen or lawfully admitted permanent resident
- Certified by Commodity Codes

SBE
- Race & gender neutral
- Certified locally/regionally/out of state
- Goals placed on locally funded projects
- Annual gross receipts not to exceed SBA size standards
Vendor Diversity: Capital Metro FY21 DBE Semi-Annual Goal Achievement

<table>
<thead>
<tr>
<th>FY 2020 DBE Goal 19%</th>
<th>FY 2021 DBE Goal 19%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>DBE Achievement</td>
<td>Total Contract Amount</td>
</tr>
<tr>
<td>Annual Goal</td>
<td>18.7%</td>
</tr>
</tbody>
</table>

|                      |                      |
| DBE Achievement      | Total Contract Amount| Total DBE Commitment Amount |
| October 1, 2020 - March 31, 2021 | *12%                | $1,791,792                  | $215,015                  |

*Project to meet the annual goal through contracting opportunities in the second half of the fiscal year.*
# Vendor Diversity: Capital Metro FY21 SBE Semi-Annual Goal Achievement

## FY 2021 SBE Goal 21%

<table>
<thead>
<tr>
<th>SBE Achievement</th>
<th>Total Contract Amount</th>
<th>Total SBE Commitment Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>October 1, 2020 - March 31, 2021</td>
<td>66%</td>
<td>$2,645,733</td>
</tr>
</tbody>
</table>
Vendor Diversity: Payments to DBE/SBE Contractors by Race/Gender

10/1/20-3/31/21

- Caucasian Female: $4,165,729
- Hispanic: $1,342,990
- African American: $3,084,500
- Asian: $1,115,650
DIVERSITY, EQUITY, & INCLUSION UPDATE
Definitions:

Diversity
The range of human differences, including but not limited to, race, ethnicity, gender identity, sexual orientation, age, social class, physical or mental disability or functional ability, religion, national origin, language spoken or political beliefs.

Equity
Fairness in process, distribution of resources, opportunity, and provision of varying levels of support to achieve greater fairness of outcomes.

Racial Equity
In acknowledgement of historical inequity based on race, where race no longer determines one’s outcomes and when everyone has what they need to thrive.

Inclusion
Involvement and empowerment, where everyone feels welcomed, respected, supported and valued.
DIVERSITY, EQUITY AND INCLUSION COUNCIL

CHAMPIONS NETWORK
- Employee Resource Groups
- Volunteer champions

STEERING COMMITTEE
- Various CapMetro departments
  - Including frontline employees
- Service provider leadership
- ATU leadership

PARTNERS
- Access
- CSAC

COMMUNITY ADVISORY GROUP
- Representatives of community organizations committed to diversity, equity and inclusion

CHARTER

STEERING COMMITTEE

COMMUNITY ADVISORY

PARTNERS
2021 Updates

• Diversity, Equity and Inclusion Council
  • Community Advisory Group
    • Quarterly meetings established
    • Developed the Advisory Group Charter

• Gap Assessment
  • Diversity, Equity and Inclusion employee survey of service provider employees
  • SBE Disparity and DBE Availability Study

• Resource Enhancement
  • Hired a Director, Diversity, Equity and Inclusion

• Completed Title VI Update and Policy Approval
• Board Diversity, Equity, and Inclusion Policy Statement
• Community Events & Awareness
Equity Initiatives

• Pick-up Zones Added
• Norwood Bus Stop Improvement Project
• Bus Stop Lighting and Accessibility Improvements
• Fare Capping Pilot
• Free Transit to Vaccines
• Weekends Free (June to July 4th)
• Juneteenth Holiday Observation
What’s Next?

• Completion of the Diversity, Equity, and Inclusion Plan
  • Strategy
  • Review of Policies and Procedures
  • Employee Resources Groups
  • Diversity, Equity, and Inclusion Website
• Community Advisory Group Meetings – Continued
Proposed Diversity, Equity and Inclusion Board Policy Statement

- Consider adoption of Board of Directors Policy Statement that defines Diversity, Equity and Inclusion and highlights ways the Board can center these objectives in Board policy and decision making.
THANK YOU!
Workforce and Vendor Diversity Report as of March 31, 2021
Overall Diversity Report
CMTA, Service Providers and Austin (As of March 2021)

Gender

<table>
<thead>
<tr>
<th></th>
<th>CMTA Only</th>
<th>Service Providers</th>
<th>CMTA &amp; Service Providers</th>
<th>Austin</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>53%</td>
<td>29%</td>
<td>32%</td>
<td>46%</td>
</tr>
<tr>
<td>Female</td>
<td>47%</td>
<td>71%</td>
<td>68%</td>
<td>54%</td>
</tr>
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</table>

Race

<table>
<thead>
<tr>
<th></th>
<th>CMTA &amp; Service Providers</th>
<th>CMTA only</th>
<th>Service Providers</th>
<th>Austin</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two or more</td>
<td>3%</td>
<td>3%</td>
<td>2%</td>
<td>6%</td>
</tr>
<tr>
<td>Asian Pacific</td>
<td>3%</td>
<td>3%</td>
<td>2%</td>
<td>6%</td>
</tr>
<tr>
<td>Hispanic</td>
<td>3%</td>
<td>3%</td>
<td>2%</td>
<td>6%</td>
</tr>
<tr>
<td>African American</td>
<td>5%</td>
<td>5%</td>
<td>2%</td>
<td>6%</td>
</tr>
<tr>
<td>White</td>
<td>23%</td>
<td>23%</td>
<td>20%</td>
<td>46%</td>
</tr>
</tbody>
</table>

# of CMTA Employees-327
# of Service Provider Employees-1,720
Total Workforce 2,047

Austin availability: American Community Survey (ACS) 2018
Officials and Administrators

Capital Metro - President, EVP, VP, Directors, Managers and Supervisors

Service Providers - VP, Directors, Managers, Supervisors (Herzog Only)

# of CMTA Employees - 84

# of Service Provider Employees - 43

Austin availability: American Community Survey (ACS) 2018
Professionals
Capital Metro-Accountants, Business System Analysts, Communications Specialist, Contracts Administrators, Coordinators, Data Analysts, HR Generalists, Planners, Buyers, Legal Coordinators, QA Specialists, Inventory Specialist, and other similar jobs.

Service Providers- Program Compliance Administrator, Logistics Technology Specialist

<table>
<thead>
<tr>
<th>Gender</th>
<th>Capital Metro</th>
<th>Service Provider</th>
<th>Austin (Available)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>62%</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Female</td>
<td>38%</td>
<td>55%</td>
<td>45%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Race</th>
<th>Capital Metro</th>
<th>Service Provider</th>
<th>Austin (Available)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two or More</td>
<td>2%</td>
<td>1%</td>
<td></td>
</tr>
<tr>
<td>Asian Pacific</td>
<td>8%</td>
<td>10%</td>
<td>50%</td>
</tr>
<tr>
<td>Hispanic</td>
<td>0%</td>
<td>14%</td>
<td>21%</td>
</tr>
<tr>
<td>African American</td>
<td>0%</td>
<td>0%</td>
<td>16%</td>
</tr>
<tr>
<td>White</td>
<td>0%</td>
<td>100%</td>
<td>50%</td>
</tr>
</tbody>
</table>

# of CMTA Employees-154
# of Service Provider Employees-2

Austin availability: American Community Survey (ACS) 2018
Technicians
Service Providers-Facility Technician, Logistics Technology Technician, Maintenance, Shop Foreman

# of CMTA Employees-0
# of Service Provider Employees-18

Austin availability: American Community Survey (ACS) 2018
Administrative Support


# of CMTA Employees-75
# of Service Provider Employees-138

Austin availability: American Community Survey (ACS) 2018
Skilled Craft Workers
Service Providers-Auto Techs, Body Shop Techs, Mechanics

Gender
- Male: 98% Capital Metro, 97% Service Providers, 0% Austin (Available)
- Female: 0% Capital Metro, 2% Service Providers, 3% Austin (Available)

Race
- White: 48% Capital Metro, 31% Service Providers
- Hispanic: 46% Capital Metro, 19% Service Providers
- African American: 19% Capital Metro
- Asian Pacific: 3% Capital Metro
- Native American: 0% Capital Metro
- Two or More: 0% Capital Metro

# of CMTA Employees-0
# of Service Provider Employees-149

Austin availability: American Community Survey (ACS) 2018
Service and Maintenance
Capital Metro- Bus Operators, Facility Installers, and other similar jobs.

Service Providers- Dispatchers (Herzog Only), Engineers, Conductors, Utility Workers, Facilities Techs & Maintenance, Drivers, Operators

# of CMTA Employees-14
# of Service Provider Employees-1,349

Austin availability: American Community Survey (ACS) 2018
Vendor Diversity: DBE/SBE Contractor Commitments

October 1, 2020 – March 31, 2021

Total Awarded $2,066,096

- White: $245,705
- African American: $705,092
- Hispanic: $980,914
- Asian Pacific: $134,384

October 1, 2020 – March 31, 2021
Vendor Diversity: Payments to DBE/SBE Contractors by Race/Gender

October 1, 2020 – March 31, 2021

Gender

<table>
<thead>
<tr>
<th></th>
<th>Male</th>
<th>Female</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amount</td>
<td>$5,034,615</td>
<td>$3,084,500</td>
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</tbody>
</table>

Race

<table>
<thead>
<tr>
<th></th>
<th>White</th>
<th>African American</th>
<th>Hispanic</th>
<th>Asian Pacific</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amount</td>
<td>$4,174,349</td>
<td>$3,084,500</td>
<td>$1,342,990</td>
<td>$1,115,650</td>
</tr>
</tbody>
</table>
Vendor Diversity: Highest Paid DBE/SBE Vendors

October 1, 2020 – March 31, 2021

- $1,831,053 for Downtown Station Multimodal Construction
- $1,483,907 for Marketing Services
- $770,741 for Contracted Bus Operations & Maintenance Services / North Base Paratransit Services
- $531,634 for Commuter Rail Operations, Dispatch and Maintenance & Positive Train Control
- $505,055 for General and Railroad Engineering Consulting Services

Vendor Diversity: Highest Paid DBE/SBE Vendors

October 1, 2020 – March 31, 2021

Sherry Matthews Advertising & Public
Alpha & Omega Industries LLC
BMR Janitorial & Pressure Washing Service LLC
QN Management Solutions Inc
Bowman Engineering & Consulting Inc

Packet Pg. 64
Attachment: Workforce and Vendor Report 10-1-20 to 3-31-21 (003)
THANK YOU!
Approval of a resolution authorizing the President & CEO, or his designee, to approve a contract for an Availability Study on federally funded contracts and a Disparity Study for locally funded contracts with Colette Holt & Associates for a one (1) year term in an amount not to exceed $348,525.
SUBJECT:
Approval of a resolution authorizing the President & CEO, or his designee, to approve a contract for an Availability Study on federally funded contracts and a Disparity Study for locally funded contracts with Colette Holt & Associates for a one (1) year term in an amount not to exceed $348,525.

FISCAL IMPACT:
Funding for this action is available in the FY2021 and 22 Operating Budget.

STRATEGIC PLAN:
Strategic Goal Alignment:
1. Internal/External Customer Service Excellence

Strategic Objectives:
1.2 Continuous Improvement.

EXPLANATION OF STRATEGIC ALIGNMENT:
Capital Metro’s Disadvantaged Business Enterprise (DBE) program follows the federal requirements under CFR 49 Part 26 and the Small Business Enterprise (SBE) Program follows internal policies and guidelines. A consultant’s review of these programs will benefit Capital Metro by assisting in identifying ways to increase D/SBE participation in its projects.

BUSINESS CASE:
CFR 49 Part 26 has specific guidelines that Capital Metro follows on annual goal and individual project goal calculation. Only DBEs certified in Texas qualify for DBE credit. However, Capital Metro utilizes a race neutral SBE program where any firm certified using Small Business Administration’s size standards will qualify for credits toward the SBE goal on any project, such as Minority-owned Business Enterprise (MBE), Women-owned Business Enterprise (WBE), and Historically Underutilized Business (HUB).

Utilizing its interlocal agreement for cooperative purchasing, Capital Metro seeks to use the City of Austin’s current contract with Colette Holt & Associates in conducting an Availability Study on federally funded contracts and a Disparity Study for locally funded contracts. The Contractor will conduct these studies consistent with governing law and D/SBE best practices. The Contractor’s final report will outline the results of the studies and recommendations regarding D/SBE participation in Capital Metro projects as well as future Austin Transit Partnership (ATP) projects.
COMMITTEE RECOMMENDATION: This item will be presented to the full board on July 19, 2021.

EXECUTIVE SUMMARY:
A Disparity Study examines whether there is evidence of discrimination affecting minorities and women, and minority- and women-owned business enterprises (M/WBE). It helps ensure any race-or gender-based remedial programs will withstand scrutiny in a court of law. The primary goal of the study is to assess, quantify, and evaluate the prevalence, significance (degree and weight) and scope of discrimination in the marketplace, if any, against M/WBEs. A Disparity Study will identify ways to provide fair opportunities for all firms interested in doing business with Capital Metro.

The Availability Study calculates and analyzes the percentage of dollars in USDOT funded contracts that might be expected to go to DBEs if there were a level playing field for firms to obtain these prime contracts and subcontracts. It examines what contractor availability would have been on recent prime contracts and subcontracts to project future DBE participation. The availability analysis accounts for the type and size of a contract and whether it was a prime contract or subcontract. This study will help establishing the overall DBE goal for Capital Metro. Capital Metro’s triennial DBE goal submission for FY2023-25 is due to FTA by August 1, 2022. This study will also incorporate ATP’s future projects. ATP will be able to utilize the study results to calculate its goal when needed as well as to identify DBEs within the NAICS Codes associated with contracting opportunities on individual Project Connect projects.

DBE/SBE PARTICIPATION:
No SBE goal is assigned to this procurement due to Capital Metro using a cooperative contract with the City of Austin. However, the selected vendor is a certified Small Business Enterprise (SBE) and will receive 100% SBE credit towards small business participation.

PROCUREMENT:
The contract will utilize the City of Austin Contract No. PA20000030 with Colette Holt & Associates for Disparity Study Services.

The City of Austin awarded contracts are made available for use by Capital Metro via Title 7, Intergovernmental Relations Chapter 791, Interlocal Cooperation Contracts and The Texas Interlocal Cooperation Act.
Purchases made using the City of Austin contracts satisfy otherwise applicable competitive bidding requirements. Pricing for an Availability Study on federally funded contracts and a Disparity Study for locally funded contracts was determined to be fair & reasonable by the City of Austin during its solicitation and award process.

The following is Colette Holt & Associates pricing per their City of Austin contract:

<table>
<thead>
<tr>
<th>Description</th>
<th>Lump Sum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Disparity and Availability Study Consulting Services</td>
<td>$348,525.00</td>
</tr>
</tbody>
</table>

RESPONSIBLE DEPARTMENT: Diversity and Compliance
RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS

STATE OF TEXAS
COUNTY OF TRAVIS
RESOLUTION (ID # AI-2021-1473)
Contract for Availability Study on federally funded contracts and
Disparity Study on locally funded contracts

WHEREAS, Capital Metro receives funding from the Federal Transit Administration and local sources; and

WHEREAS, federal Disadvantaged Business Enterprise (DBE) regulations in CFR 49 Part 26 apply to Capital Metro; and

WHEREAS, DBE regulations require Capital Metro to calculate overall triennial DBE goals; and

WHEREAS, Capital Metro assigns individual DBE goals on federally funded projects and SBE goals on locally funded projects; and

WHEREAS, these studies will help Capital Metro in identifying the availability of DBE vendors and a disparity, if any, in SBE contracting with small and minority vendors.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or his designee, is authorized to finalize and execute a contract with Colette Holt & Associates to conduct an Availability Study for federally funded contracts and a Disparity Study for locally funded contracts in an amount not to exceed $348,525.

______________________________
Secretary of the Board
Eric Stratton

Date: ________________________
Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute Interlocal Agreements (ILAs) with suburban communities within the service area for the FY2022 Build Central Texas Program.
SUBJECT: Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute Interlocal Agreements (ILAs) with suburban communities within the service area for the FY2022 Build Central Texas Program.

FISCAL IMPACT:
Funding for this action is included in the FY2022 proposed budget.

STRATEGIC PLAN:
Strategic Goal Alignment: Valued Community Partner
Strategic Objectives: Build Partnerships

EXPLANATION OF STRATEGIC ALIGNMENT: This interlocal agreement outlines the terms and conditions under which suburban communities in Capital Metro’s service area are eligible to receive funding under the Build Central Texas (BCT) Program that will help support public transportation in Central Texas.

BUSINESS CASE: The current ILAs for the BCT Program will end in FY2021. A new ILA is needed for FY2022. The recommended term is a period of three years plus two one-year optional extensions. These ILAs are intended to provide support of the transportation infrastructure in the suburban communities by providing funding for their transportation system improvement projects.

COMMITTEE RECOMMENDATION: This item will be presented to the full board on July 19, 2021.

EXECUTIVE SUMMARY: Four suburban communities are currently participants in the BCT Program. These communities include Lago Vista, Manor, Point Venture, and San Leanna. The current ILAs with the communities will end in FY2021. Minor edits to the ILAs have been made to reduce repetition within the ILA document but no changes have been made to the program guidelines or payment procedures. Currently, the Board of Directors funds the BCT program annually during the budget approval process. Communities are notified of their proportionate share after the annual budget has been adopted and are asked to provide an update on projects that are underway, as well as any new projects that are planned for the upcoming year.
DBE/SBE PARTICIPATION:  Does not apply.

PROCUREMENT:  Chapter 791 of the State of Texas Government Code encourages governmental entities to increase the efficiency and effectiveness of local governments by authorizing them to contract, to the greatest possible extent, with one another.  In doing so, local governments are permitted to forego the requirements of full and open competition and contract directly with one another.

RESPONSIBLE DEPARTMENT:  Finance
RESOLUTION OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2021-1497)
Build Central Texas Program ILA

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors desires to approve the attached Build Central Texas Program Interlocal Agreements with suburban communities in the service area.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or his designee, is authorized to finalize and execute Interlocal Agreements with suburban communities in the service area for the Build Central Texas Program.

_________________________________________ Date: _______________________
Secretary of the Board
Eric Stratton
INTERLOCAL AGREEMENT BETWEEN CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY AND FOR BUILD CENTRAL TEXAS

This Interlocal Agreement ("Agreement") is entered into by and between the ____________________, a (hereinafter “the Suburban Community”) and Capital Metropolitan Transportation Authority (“Capital Metro”) a transportation authority and political subdivision organized under Chapter 451 of the Texas Transportation Code. Capital Metro and the Suburban Community are referred to in this Agreement individually as a “Party” and collectively as the “Parties”.

I. Recitals

Whereas, this Agreement is authorized and governed by the Interlocal Cooperation Act, Chapter 791 of the Texas Government Code;

Whereas, each Party represents and warrants that in the performance of its respective obligations as set forth in this Agreement, it is carrying out a duly authorized governmental function that it is authorized to perform individually under the applicable statutes of the State of Texas or its charter;

Whereas, Capital Metro has developed the Build Central Texas Program – Suburban Communities Program (“BCT Program”) to meet the transportation infrastructure needs of suburban cities and portions of counties in the Capital Metro service area by providing for their transportation system improvement projects;

Whereas, the Parties now desire to enter into a mutually beneficial agreement that meets the transportation mobility needs of both Parties; and

NOW THEREFORE, in consideration of mutual covenants and agreements contained herein, the Parties agree to the terms and conditions below as evidenced by the signatures of their respective authorized representatives.

II. BCT Program Funding, Guidelines and Procedures

A. The Capital Metro Board of Directors (“Capital Metro Board”) is expected to allocate funds for the BCT Program for each fiscal year during the term of this Agreement. There is no guarantee that the Capital Metro Board will allocate any funds in any fiscal year. Capital Metro will review funding of the Program annually to ensure that funding for other major initiatives of Capital Metro is not detrimentally impacted by the Suburban Communities Program. The Capital Metro Board may eliminate funding for the BCT Program as part of its annual budget appropriation for each fiscal year, and in such event, no funds will be available under this Agreement. Elimination of funding of the Program in any one fiscal year does not affect funds previously allocated to the Suburban Community. If any funds are allocated to the BCT Program, Capital Metro staff will notify the Suburban Community of the amounts allocated to the Suburban Community and the terms and conditions of this Agreement will apply.
B. Once Capital Metro staff notifies the Suburban Community of a fiscal year allocation under this Agreement, the Suburban Community shall submit to Capital Metro a proposed project list for that fiscal year in accordance with the Suburban Communities Program Procedures and Guidelines attached to this Agreement as Exhibit A (the “BCT Guidelines and Procedures”). If a project list for any fiscal year is not submitted to Capital Metro by the end of the calendar year in which funds are allocated, then such fiscal year funds are forfeited.

C. The Suburban Community will comply with the BCT Guidelines and Procedures, which set out the rules and regulations governing participation in the BCT Program and payments to be made to the Suburban Community under this Agreement. Capital Metro reserves the right, in its sole discretion to make amendments to the BCT Guidelines and Procedures from time to time.

III. Term and Termination

A. The initial term of this Agreement is from the date of the last Party to sign (“Effective Date”) through September 30, 2024. Capital Metro may, in its sole discretion, exercise the option to extend this Agreement for up to two (2) additional one (1) year periods contingent upon the availability of funding. Any subsequent optional renewal will be mutually agreed to by the Parties. Notwithstanding anything to the contrary, the Parties may mutually agree to terminate this Agreement at any time.

B. If for any fiscal year, funds are not appropriated or allocated by one of the Parties to this Agreement, for such Party’s performance of its obligations under this Agreement, this Agreement shall become void, without penalty to either Party, and the Party shall promptly give notice to the other Party that funds were not appropriated or allocated.

C. If Capital Metro becomes subject to a legislative change, revocation of statutory authority, or lack of funds which would render Capital Metro’s performance under this Agreement impossible or unnecessary, this Agreement will be terminated or cancelled and be deemed null and void. In the event of such termination or cancellation, Capital Metro will not be liable to the Suburban Community for any damages, which are caused or associated with such termination, or cancellation.

IV. General Provisions

A. Successors and Assigns. This Agreement will be binding upon and inure to the benefit of the Parties and their successors and assigns, including without limitation, any receivers, administrators, or trustees in bankruptcy.

B. Severability. If any provision of the Agreement will, for any reason, be held to violate any applicable law, and so much of the Agreement is held to be unenforceable, then the invalidity of such a specific provision will not be held to invalidate any other provisions, which other provisions will remain in full force and effect unless removal of said invalid provisions destroys the legitimate purpose of the Agreement, in which event the Agreement will be canceled.

C. Cooperation. The Parties to this Agreement agree to cooperate at all times in good faith to effectuate the purposes and intent of this Agreement.

D. Independent Contractor. This Agreement will not be construed as creating an employer-employee relationship, a partnership, or a joint venture between the Parties.

E. Entire Agreement. This Agreement, together with Exhibit A, represents the complete and entire agreement between the Parties respecting the matters addressed herein, and supersedes all prior negotiations, agreements, representations, and understanding, if any, between the parties respecting the subject of this Agreement.
F. **No Amendment of Other Agreements.** Unless otherwise expressly stipulated in this Agreement, this Agreement is separate from and is not an amendment or modification of any other agreement between the parties.

G. **Applicable Law.** This Agreement will be governed by and construed in accordance with the laws of the State of Texas, exclusive of its choice of law provisions. Both parties recognize that the Suburban Community and Capital Metro are subject to the Texas Public Information Act ("TPIA") and unless accepted by that Act, documents and information in the Suburban Community's and Capital Metro's possession are subject to public disclosure.

H. **Venue.** Venue for any action arising under this Agreement will be in Travis County, Texas.

I. **Interpretation of Laws and Authorities.** All federal and state contractual provisions, as applicable, will be included in any corresponding contracts or procurements by the Parties. The Parties shall be responsible for the settlement of all contractual and administrative issues arising out of procurement entered into by the individual Party in support of the contract work. The Parties will retain responsibility for ensuring that the performances rendered under any subcontracts comply with all requirements of this Agreement as if the respective Party, entering into the subcontract, rendered such performances. In no event does this provision relieve each Party of its individual responsibility for ensuring that the services rendered under all subcontracts are rendered in compliance with this Agreement.

J. **Notices.** Any notice given hereunder by either Party to the other will be in writing and may be effected by personal delivery in writing or by registered or certified mail, return receipt requested when mailed to the proper Party, at the following addresses:

Suburban Community:
________________________________________
________________________________________
________________________________________

Capital Metro:  President/CEO  
Capital Metropolitan Transportation Authority  
700 Lavaca, Suite 1400  
Austin, Texas 78701

With a copy to:  Chief Counsel  
Capital Metropolitan Transportation Authority  
700 Lavaca, Suite 1400  
Austin, Texas 78701

K. **Liability.** THE PARTIES AGREE THAT EACH GOVERNMENTAL ENTITY IS RESPONSIBLE FOR ITS OWN PROPORTIONATE SHARE OF ANY LIABILITY FOR THE NEGLIGENT ACTS OR OMISSIONS OF ITS EMPLOYEES, AGENTS, CONTRACTORS, OR SUBCONTRACTORS ARISING OUT OF, CONNECTED WITH, OR AS A CONSEQUENCE OF ITS PERFORMANCE UNDER THIS AGREEMENT.

NEITHER PARTY SHALL BE LIABLE TO THE OTHER FOR ANY INDIRECT, SPECIAL, INCIDENTAL, PUNITIVE, OR CONSEQUENTIAL DAMAGES (INCLUDING BUT NOT LIMITED TO LOSS OF BUSINESS, REVENUE, PROFITS, OR OTHER ECONOMIC ADVANTAGE), HOWEVER IT ARISES, WHETHER IN AN
ACTION OF CONTRACT, NEGLIGENCE, TORT OR OTHER ACTION, ARISING OUT OF OR IN CONNECTION WITH THIS AGREEMENT, EVEN IF ADVISED OF THE POSSIBILITY THEREOF.

L. Administrative Approval. The Suburban Community’s duly authorized representative and the Capital Metropolitan President/CEO will have the authority to negotiate and execute amendments to this Agreement without further action or action from their respective governing bodies, but only to the extent necessary to implement and further the clear intent of the respective governing bodies’ approval, and not in such a way as would constitute a substantive modification of the terms and conditions hereof or otherwise violate Chapter 791 of the Texas Government Code. Any amendments that would constitute a substantive modification to the Agreement must be approved by the governing bodies of the Parties.

M. Government Immunity. By execution of this Agreement, neither Party waives nor relinquishes any immunity rights available to it by law except as otherwise stipulated by applicable laws.

V. Signatories

This Agreement is hereby accepted and agreed to by the following individuals or officers who are duly authorized to bind the Parties as set forth above:

Capital Metropolitan Transportation Authority

By: ____________________________
Catherine Walker
EVP, Chief Financial & Risk Officer
Date: ____________________________

By: ____________________________
Printed Name: ____________________
Title: ____________________________
Date: ____________________________
EXHIBIT A
THE BUILD CENTRAL TEXAS - SUBURBAN COMMUNITIES
PROGRAM PROCEDURES AND GUIDELINES

The Build Central Texas – Suburban Communities Program was established by Capital Metro to finance transportation projects that are of mutual benefit to Capital Metro and the respective communities in the Capital Metro service area. The Capital Metro Board of Directors created the Suburban Communities Program to ensure that the suburban cities and portions of counties in the Capital Metro service area (collectively, the “Suburban Communities”) benefit from the Build Central Texas Program.

The following procedures and guidelines are provided to assist the Suburban Communities in Capital Metro’s service area with developing and administering their annual Build Central Texas Program - Suburban Communities Program project proposals. Capital Metro staff will be available to assist with any questions that may arise regarding the program.

Project Criteria

1. The purpose of a project must be for transit related capital improvements and generally will fall into one of the following categories, unless otherwise agreed to by Capital Metro:

   a. Transit Capital Improvements:

      i. Includes sidewalks, sidewalk curb ramps, safety signage, electronic pedestrian signals, walkway lighting and hike and bike facilities, passenger amenities such as shelters, benches, landscaping, bus stop lighting, concrete bus pads, and roadway improvements that improve traffic safety or traffic flows.

      ii. Must be along a transit route or directly leading to a transit route or transit facility, unless otherwise approved by Capital Metro. A statement from the Suburban Community that the project is along or directly leading to a transit route must be included in the proposed project list when submitted to Capital Metro.

   b. Street Resurfacing and Improvements:

      i. Includes asphalt and concrete resurfacing of streets, street reconstruction, and construction of new streets which will serve as transit corridors. Street repair and maintenance should focus on current and future transit routes. Street projects may only include non-transit related roadways when all transit roadways are in an improved condition.

      ii. Transit street projects are given priority for resurfacing over non-transit streets. Funding may be applied to the repair of non-transit streets provided all of a Suburban Community’s transit streets have been resurfaced in the last five years and are in good condition, as determined by Capital Metro staff. Written verification of such resurfacing must be submitted.
c. Mobility Improvements:

i. Includes planning, review, and implementation of programs and projects which have a benefit to transit service and include the planning for, review of, and implementation of intersection improvements, signal timing changes, widening of roadways, signage, lighting, transit-related bicycle and pedestrian improvements, and other mobility enhancement projects and programs. Transit-related bicycle and pedestrian improvements are defined as those projects which use various transportation methods to providing multi-modal access to homes, business, public facilities and which provide improved access to transit facilities or service.

2. Strong preference is given to projects that are directly on a transit route.

3. Strong preference is given to projects that directly improve transit service, traffic safety, or passenger convenience.

4. Joint funding of projects between Capital Metro, the Suburban Community, and other financing sources is encouraged.

Project Submittal

1. If Capital Metro staff notifies the Suburban Community of a fiscal year allocation, the Suburban Community shall submit to Capital Metro a proposed project list for that fiscal year (October 1-September 30). The proposed project list must be submitted on or before March 31 of each fiscal year that funds are allocated provided the project list does not exceed the fiscal year allocation. The project list shall define the scope of work for the services to be provided by the Suburban Community.

2. Upon request, the Suburban Community may be required to submit to Capital Metro additional project details and timelines. Capital Metro has the right to reject any submitted project. Any project not rejected by Capital Metro shall be deemed approved.

3. The Suburban Community's projects list must include all new projects as well as any previously approved unfinished projects and their status. Capital Metro will review the proposed projects and provide guidance to the respective Suburban Communities as applicable. Final project proposals should be in letter form and directed to Capital Metro at the following address:

Capital Metropolitan Transportation Authority
Attn: Finance
2910 East Fifth Street
Austin, Texas 78702

4. Projects that are not competitively contracted will only be reimbursed for directly related costs. No indirect costs will be covered. It is a requirement under this Agreement that the Suburban Community will state in their submitted projects list that all projects will be competitively bid noting any exceptions for emergency projects. Direct costs that are covered include the categories of project development, project design, and project construction. A letter or agreement detailing eligible costs will be required for projects that are not competitively contracted before final payment is released. Notwithstanding the foregoing, emergency projects deemed by the Suburban Community to be of grave...
public necessity and necessary to meet unusual and unforeseen conditions are exempt from the competitive contracting requirement.

5. In order to advance efforts by Capital Metro and the Suburban Community to increase the participation of small businesses in publicly funded projects, Small Business Enterprise (“SBE”) participation is strongly encouraged. Each Suburban Community may set SBE goals on procurements using its own “Small Business Program” or the Suburban Community may follow Capital Metro’s SBE program.

6. If a project list for any fiscal year that funds are allocated is not submitted to Capital Metro by the end of the calendar year in which funds are allocated, then such fiscal year funds are forfeited.

7. Requests for modifications to project lists or any substitution of the projects previously approved must be submitted in writing to Capital Metro. Written approval by Capital Metro of proposed changes is required.

**Project Administration**

Throughout the term of any project, the Suburban Community will:

1. Maintain regular communication with Capital Metro.

2. If requested, provide Capital Metro with all requested documentation needed to conduct a project audit. In the event Capital Metro determines that fiscal year funds were not spent on an approved project, then upon demand, the Suburban Community shall reimburse Capital Metro for any funds identified by in such audit as not spent on an approved project.

3. Ensure all pedestrian projects and policies developed through the BCT Program are developed in accordance with the requirements of the Americans with Disabilities Act.

4. Notify Capital Metro or its representative when the project is complete or substantial completed.

5. Upon request, arrange a site visit to allow Capital Metro or its representative an opportunity to inspect a project.

**Invoicing and Payment**

1. The Suburban Community is responsible for invoicing Capital Metro upon completion or substantial completion of the project in accordance with the terms of the Agreement. The invoices should be in letter form to Capital Metro and have attached photocopies of any documentation pertaining to the cost of the project such as construction contracts, supply invoices, timesheets, change orders, contractor pay vouchers, etc.

2. The Suburban Community shall provide Capital Metro with any documentation pertaining to any approved project, including pre-construction or construction meeting minutes, copies of pay applications, change orders, progress reports, photographs, payment vouchers, and project close-out documents if requested by Capital Metro.

3. The Suburban Community is responsible for informing Capital Metro in a timely manner of any substantial delays or alterations in the project scope of work.

4. Capital Metro shall make payments to the Suburban Community, under this Agreement, as
follows: a check for fifty percent (50%) of each fiscal year allocation under this Agreement shall be mailed to the Suburban Community upon submittal of an approved project list for the fiscal year in which funds are allocated and an invoice on the Communities’ letterhead. A check for the remaining fifty percent (50%) of the allocated amount for any fiscal year shall be mailed to the Suburban Community upon submission of an invoice from the Suburban Community, together with satisfactory documentation of completion of all approved projects for which funds have been allocated. Capital Metro shall pay all invoices in accordance with Texas Prompt Payment Act, Chapter 2251, Texas Government Code.

5. Capital Metro shall pay all invoices from revenue that is currently available to Capital Metro.

6. Payments to Suburban Community are expressly contingent upon the Suburban Community’s strict compliance with this Agreement, including the BCT Guidelines and Procedures.

7. All interest that may accrue to program funding held by the Suburban Community must be allocated toward program projects. The local Suburban Community administrator will propose the projects to which the funding will be allocated and submit in writing a project modification request to Capital Metro.
Approval of a resolution authorizing the President & CEO, or his designee, to amend an Interlocal Agreement (ILA) with Travis County to govern the distribution and use of digital passes by Travis County employees under the terms of the ILA.
SUBJECT:

Approval of a resolution authorizing the President & CEO, or his designee, to amend an Interlocal Agreement (ILA) with Travis County to govern the distribution and use of digital passes by Travis County employees under the terms of the ILA.

FISCAL IMPACT:

This action has no fiscal impact.

STRATEGIC PLAN:

Strategic Goal Alignment: 4. Valued Community Partner.

Strategic Objectives: 4.3. Value of Transit

EXPLANATION OF STRATEGIC ALIGNMENT:

Extension of the ILA with Travis County will maintain a strong partnership that supports Capital Metro’s mission and vision. The ILA extension has the potential to increase ridership on Capital Metro services and increase revenue.

BUSINESS CASE:

The ILA has helped establish a strong partnership with Travis County that supports Capital Metro’s strategic objectives. The proposed ILA amendment will maintain this relationship. The ILA has been well utilized by Travis County employees, and the proposed amendment has the potential to increase the usage of our services by Travis County employees.

COMMITTEE RECOMMENDATION: This item will be presented to the full board on July 19, 2021.

EXECUTIVE SUMMARY:

As part of Capital Metro’s desire to build strong community partnerships that further Capital Metro’s mission and vision and as part of Capital Metro’s and Travis County’s continued joint effort to promote sustainability through transportation alternatives, this amendment of an Interlocal Agreement (ILA) with Travis County governs the distribution and use of digital passes by Travis County employees under the terms of the ILA.

DBE/SBE PARTICIPATION: Does not apply.
PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Finance
WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to build strong community partnerships that further Capital Metro’s mission and vision; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to build ridership and increase market share of alternate transit use.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or his designee, is authorized to amend an Interlocal Agreement (ILA) with Travis County to govern the distribution and use of digital passes by Travis County employees under the terms of the ILA.

________________________
Date: ____________________

Secretary of the Board
Eric Stratton
AMENDMENT NO. 4 TO THE INTERLOCAL AGREEMENT BETWEEN TRAVIS COUNTY AND CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY FOR EMPLOYEE TRANSIT SERVICES

This Amendment No. 4 to the Interlocal Agreement for Employee Transit Services ("Amendment") is entered into by and between Travis County, Texas ("Travis County"), a political subdivision of the State of Texas, and Capital Metropolitan Transportation Authority ("Capital Metro"), a transportation authority and political subdivision organized under Chapter 451 of the Texas Transportation Code. Capital Metro and Travis County are referred to in this Amendment collectively referred the "Parties" and individually as a "Party".

I. Recitals

1. The Parties entered into that certain Interlocal Agreement for Employee Transit Services dated effective September 26, 2018 under which Capital Metro provides transit services to employees of Travis County (as amended, the "Interlocal Agreement").

2. The Parties desire to amend the Interlocal Agreement to provide for the use of digital transit passes.

In consideration of mutual covenants and agreements contained herein, the Parties agree to amend the Interlocal Agreement as evidenced by the signatures of their respective authorized representatives.

II. Agreement

1. Scope. Article II of the Interlocal Agreement is amended as follows:

   (a) Article II.2 is deleted in its entirety and replaced with the following:

   "MetroAccess. MetroAccess service will be provided to Eligible County Employees who have been certified for MetroAccess service via Capital Metro’s certification process. Such certified Eligible County Employees must follow the Capital Metro process for reservations and services."

   (b) Article II.4.b. is deleted in its entirety and replaced with the following:

   "(b) Travis County will promote transit use to its employees with the assistance of the Capital Metro Communications and Marketing staff.

   (c) Eligible County Employees may access the Services with either physical passes or, after Capital Metro has installed and successfully tested its on-board validators on the Capital Metro bus fleet, digital passes. At least ten (10) weeks before the start date of each renewal term of the Agreement, Travis County will notify Capital Metro of the number of physical transit passes needed for the term. Capital Metro
will make available to Travis County the passes at least two (2) weeks before the start date of each renewal term of the Agreement. Travis County may request additional passes, as needed. After Capital Metro provides Travis County with notice that Capital Metro has installed and successfully tested its on-board validators on the Capital Metro bus fleet, Travis County will access the digital passes through Capital Metro’s secure website. Travis County will be responsible for distributing the passes to Eligible County Employees. Travis County will distribute digital passes to Eligible County Employees only through County-affiliated electronic mail addresses.”

(c) Article II.6 is deleted in its entirety and replaced with the following:

(a) Monitoring and Reporting. Capital Metro will use its fare collection equipment to monitor, compile, and analyze Eligible Travis County Employee ridership data. Capital Metro will provide monthly reports to Travis County based on this data.

(b) MetroAccess (Paratransit) Reconciliation. From the listing of MetroAccess monthly passes issued to Travis County for its MetroAccess-certified employees, Capital Metro will monitor, compile, and analyze Eligible County Employees’ use of MetroAccess services and provide a monthly ridership report to Travis County. Capital Metro and Travis County will review the ridership services and eligibility for MetroAccess Services each month to reconcile the services. Capital Metro will submit invoices to Travis County for these services based upon the reconciliation.”

2. Contract Amount. Section 1.2 of Article IV.1 is deleted in its entirety and replaced with the following:

“Travis County will pay Capital Metro for processing and/or production costs of physical transit passes for Eligible County Employees at the rate of $0.81 per pass. There is no charge for the processing and/or production of digital transit passes.”

3. Entire Agreement. Except as otherwise set forth in this Amendment, the Interlocal Agreement will remain in full force and effect in accordance with its original terms, as previously amended, and be binding on the Parties and their respective heirs, executors, administrators, successors, and assigns.

4. Capitalized Items. Capitalized items used in this Amendment and not otherwise defined have the meanings assigned to them in the interlocal Agreement.

5. Multiple Counterparts. This Amendment may be executed by the Parties in one or more counterparts, each of which shall be considered one and the same Amendment. Signatures transmitted electronically by e-mail in a “PDF” format, by DocuSign or similar e-signature service shall have the same force and effect as original signatures in this Amendment.
IN WITNESS WHEREOF, this Amendment has been signed by an authorized representative of each Party, to be effective as of the last signature date below.

Capital Metropolitan Transportation Authority

By: ________________________________
Catherine Walker
Executive Vice President, Chief Financial & Risk Officer

Date: ________________________________

Travis County, Texas

By: ________________________________
Andy Brown
Travis County Judge

Date: ________________________________

Approved as to form:

By: ________________________________
CMTA Legal
Approval of a resolution authorizing the President & CEO, or his designee, to extend an Interlocal Agreement (ILA) with Austin Community College for student and employee transit passes that establishes a pay-per-ride arrangement for paratransit, rail and fixed-route bus services for the months of August 2021 through September 2022.
SUBJECT:

Approval of a resolution authorizing the President & CEO, or his designee, to extend an Interlocal Agreement (ILA) with Austin Community College for student and employee transit passes that establishes a pay-per-ride arrangement for paratransit, rail and fixed-route bus services for the months of August 2021 through September 2022.

FISCAL IMPACT:
This action reimburses CMTA for expenses incurred.

STRATEGIC PLAN:

Strategic Goal Alignment:
4.0 Valued Community Partner

Strategic Objectives:
4.3 Value of Transit

EXPLANATION OF STRATEGIC ALIGNMENT:

Extension of the ILA with Austin Community College will maintain a strong partnership that supports Capital Metro’s mission and vision. The ILA extension has the potential to increase ridership on Capital Metro services and sustain revenue.

BUSINESS CASE:

The ILA has helped establish a strong partnership with Austin Community College that supports Capital Metro's strategic objectives. The proposed ILA extension will maintain this relationship. The ILA has been well utilized by Austin Community College students and employees, and the proposed extension has the potential to increase the usage of our services by Austin Community College students and employees.

COMMITTEE RECOMMENDATION: This item will be presented to the full board on July 19, 2021.

EXECUTIVE SUMMARY:

As part of Capital Metro’s desire to build strong community partnerships that further Capital Metro’s mission and vision and as part of Capital Metro’s and Austin Community College's continued joint effort to promote sustainability through transportation alternatives, this agreement extends an Interlocal Agreement (ILA) with Austin
Community College for student and employee transit passes that establishes a pay-per-ride arrangement for paratransit, rail and fixed-route bus services for the months of August 2021 through September 2022.

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Finance
RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2021-1492)
ACC Interlocal Agreement Extension

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to build strong community partnerships that further Capital Metro’s mission and vision; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to build ridership and increase market share of alternate transit use.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or his designee, is authorized to extend an Interlocal Agreement (ILA) with Austin Community College for student and employee transit passes that establishes a pay-per-ride arrangement for paratransit, rail and fixed-route bus services for the months of August 2021 through September 2022.

________________________
Date: ____________________

Secretary of the Board
Eric Stratton
AMENDMENT NO. 4
TO
INTERLOCAL AGREEMENT BETWEEN
AUSTIN COMMUNITY COLLEGE DISTRICT
AND
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY

This Amendment No. 4 (“Amendment”) is made and entered into by and between 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, and Austin Community College District (“ACC”) a public junior college and political subdivision of the State of Texas, to be effective as of the last signature date below (“Amendment Effective Date”). Capital Metro and ACC are collectively referred to in this Agreement as the “Parties” and individually as a “Party”.

RECITALS

1. Capital Metro and ACC entered into that one certain Interlocal Agreement, dated effective September 1, 2018 (as amended, the “Agreement”) for the provision of Capital Metro’s mass transit services and passes to ACC employees and students.

2. The Parties entered into that one certain Amendment No. 1 to the Agreement dated September 3, 2019 wherein the Parties agreed to extend the term of the Agreement until August 31, 2020.

3. The Parties entered into that one certain Amendment No. 2 to the Agreement dated September 30, 2020 wherein the Parties agreed (i) to extend the term of the Agreement until August 31, 2021 and (ii) that, due to the COVID-19 pandemic, ACC would pay Capital Metro for bus and rail services on a per “ride” basis rather than a flat fee arrangement for the period beginning June 1, 2020 and ending December 31, 2020.

4. The Parties entered into that one certain Amendment No. 3 to the Agreement dated December 22, 2020 wherein the Parties agreed to extend the per “ride” fee arrangement through August 31, 2021.

5. The Parties now desire to amend the Agreement to extend the term of Agreement for the remaining one (1) 12-month extension period beginning September 1, 2021 and ending August 31, 2022 (the “FY22 Extension Period”) and extending the per “ride” fee arrangement for the FY22 Extension Period.

NOW, THEREFORE, in consideration for the mutual promises, covenants, obligations, and benefits contained herein and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree to the terms and conditions stated herein as evidenced by the signatures of their respective duly authorized representatives below.

AGREEMENT

A. EXTENSION. The Term of this Agreement is extended for the FY22 Extension Period beginning September 1, 2021 through August 31, 2022.

B. COMPENSATION. Notwithstanding any term or condition in the Agreement to the contrary, the Parties agree that during the FY22 Extension Period, ACC will not be responsible to pay
the monthly Flat Fee contemplated in Section 1.1, Article IV of the Agreement. Instead, payment and invoicing for the FY22 Extension Period will be as follows:

1. For every physical ACC Green Pass used by an Eligible ACC Employee or Student, ACC will pay Capital Metro for bus and rail services on a per “ride” basis, at sixty-five percent of the then-current, per-ride rates for each class of service provided under the Agreement.

2. For every digital ACC Green Pass used by an Eligible ACC Employee or Student, ACC will pay Capital Metro for bus and rail services on a per “ride” basis, at sixty-five percent of the then-current, per-ride rate for each class of service provided under the Agreement. For purposes of invoicing and payment in accordance with the foregoing, a “ride” means a digital pass “use”, which is an activation trigger moving a ticket from status “usable” to status “using”. Capital Metro will provide ACC with monthly reports of ridership.

3. Notwithstanding the foregoing, the total amount paid by ACC to Capital Metro for bus and rail services provided during the FY22 Extension Period will not exceed $441,968.

4. In addition to the payment for bus and rail services, ACC will continue to reimburse Capital Metro for Capital Metro’s out of pocket costs for production of physical or digital passes.

C. ENTIRE AGREEMENT. The terms of this Amendment No. 4 are in addition to, and construed together with, the terms of the Agreement, as amended. In the event of conflict in any language in the Agreement and this Amendment No. 4, the language in this Amendment No. 4 will control.

D. CAPITALIZED TERMS. Capitalized items used in this Amendment No. 4 and not otherwise defined have the meanings assigned to them in the Agreement.

E. RATIFICATION. The Agreement, as modified and amended by this Amendment, is ratified and confirmed in all respects.

F. CONFLICT. In the event of a conflict between the terms of this Amendment and the terms of the Agreement, the provisions of this Amendment shall control.

Signatures on Next Page
IN WITNESS WHEREOF, the Parties have caused this Amendment to be executed by their respective undersigned duly authorized representatives as of the date of the last party to sign.

CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY

By: _____________________________________
    Catherine Walker,
    Executive Vice President,
    Chief Financial & Risk Officer

Date: ________________________________

AUSTIN COMMUNITY COLLEGE DISTRICT

By: _____________________________________
    Richard M. Rhodes, Ph.D.
    Chancellor

Date: ________________________________
TITLE: FY2022 Budget Proposal
FY2022 Budget Proposal

Presented on July 19, 2021
Discussion Outline

• Budget Development Calendar
• Budget Overview
• Operating Budget Highlights
• Capital Improvement Plan Update
FY2022 Budget Development Calendar

- Feb 4  Operating and Capital Budget kick-off meeting with departments
- Apr 16  Capital and Operating Budget requests received from departments
- May 12  Board Committees review proposed budget calendar
- Jun 2   Initial review with Access Advisory Committee
- Jun 9   Initial review with Customer Satisfaction Advisory Committee
- Jun 28  Board of Directors initial review and discussion
- Jul 19  Budget proposal presented to Board of Directors
FY2022 Budget Development Calendar

PUBLIC OUTREACH / FEEDBACK PROCESS

- Aug 4  Presentation to Access Advisory Committee
- Aug 11 Presentation to Customer Satisfaction Advisory Committee
- Aug 18 Update Board Committees
- Aug 23-27 Public outreach at transit centers and rail stations
- Aug 24 Proposed budget document is published online
- Aug 24 Notice of public hearing on proposed budget and capital improvement plan
- Sep 15 Update Board Committees
- Sep 15 Public hearing on proposed budget and capital improvement plan at noon
- Sep 27 Board of Directors considers budget proposal for adoption
Proposed Budget Overview

• Proposed budget is structurally sound and balanced
  – Ongoing revenue is sufficient to fund operations and provide funds for capital needs

• Meets operating reserve requirements
  – Statutory operating and budget stabilization reserves are fully funded
  – New Sustainability Capital Fund of $10 million

• Projected sales tax growth of 4.8% for Fiscal Year 2022
  – Recovery from the COVID-19 pandemic impact in early Fiscal Year 2021
  – In line with the City of Austin budget assumption

• Service funding at Pre-COVID levels and based on August Service Plan

• Investment in customer focused transit infrastructure projects
FY2022 Operating Budget Summary

- Heavily dependent on sales tax revenue and grants for annual funding
- Grants include CRRSA, American Rescue Plan Act and 5307 formula funds

- Majority of budget pays for contracted transit services
- Spending depends on hours of service and contractor rates
- Personnel includes restructure of Public Safety department
FY2022 BUDGET OPERATING COSTS
Operating Cost Drivers

- Service levels based on August Service Plan changes
  - Purchased transportation costs are developed using budgeted hours and contractual rates

- Continuation of Pickup innovative mobility zones

- Fuel prices to remain stable over next fiscal year with hedging in place
  - Estimate of $1.90 per gallon, net of hedging activities
  - Fuel hedge is 86.5% of projected fuel usage

- 3.0% average annualized pay increase for employees
  - Performance-based program that represents an average cost across the agency

- 43.5 new and contractor converted positions for the FY2022 budget
  - Primarily Public Safety department restructure and IT department additions/conversions

- Strategic plan initiatives considered in budget preparation
### Operating Expense Comparison

<table>
<thead>
<tr>
<th>$’ Million Expense Category</th>
<th>FY2020 Actual</th>
<th>FY2021 Forecast</th>
<th>FY2021 Budget</th>
<th>FY2022 Budget</th>
<th>$ Increase / (Decrease)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salaries and Benefits</td>
<td>$46.4</td>
<td>$47.8</td>
<td>$49.6</td>
<td>$57.8</td>
<td>$8.3</td>
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<tr>
<td>Professional Services</td>
<td>23.5</td>
<td>30.6</td>
<td>29.9</td>
<td>42.3</td>
<td>12.4</td>
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<tr>
<td>Materials and Supplies</td>
<td>1.6</td>
<td>1.7</td>
<td>2.1</td>
<td>2.5</td>
<td>.4</td>
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<tr>
<td>Fuel and Fluids</td>
<td>12.6</td>
<td>11.1</td>
<td>12.2</td>
<td>12.3</td>
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<td>Utilities</td>
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<td>2.7</td>
<td>3.4</td>
<td>3.9</td>
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<tr>
<td>Purchased Transportation</td>
<td>165.2</td>
<td>158.5</td>
<td>168.7</td>
<td>183.8</td>
<td>15.1</td>
</tr>
<tr>
<td>Lease/Rentals</td>
<td>3.0</td>
<td>3.7</td>
<td>3.3</td>
<td>6.8</td>
<td>3.5</td>
</tr>
<tr>
<td>Other Expenses</td>
<td>3.0</td>
<td>5.1</td>
<td>9.2</td>
<td>9.8</td>
<td>.6</td>
</tr>
<tr>
<td><strong>Total Operating Expense</strong></td>
<td><strong>$258.3</strong></td>
<td><strong>$261.1</strong></td>
<td><strong>$278.2</strong></td>
<td><strong>$319.1</strong></td>
<td><strong>$41.0</strong></td>
</tr>
</tbody>
</table>

- Salaries and Benefits – Includes additional 43.5 FTEs primarily for Public Safety, IT and Project Connect support
- Professional Services – Additional vehicle configuration changes and software maintenance expense
- Purchased Transportation – Service level funding restored to Pre-COVID levels and based on August Service Plan
Service Levels

<table>
<thead>
<tr>
<th></th>
<th>FY2018 Actual</th>
<th>FY2019 Actual</th>
<th>FY2020 Actual</th>
<th>FY2021 Budget</th>
<th>FY2022 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Special Events</td>
<td>4,125</td>
<td>3,365</td>
<td>1,741</td>
<td>7,195</td>
<td>3,128</td>
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<tr>
<td>Innovative Mobility</td>
<td>7,813</td>
<td>5,254</td>
<td>43,241</td>
<td>59,334</td>
<td>78,884</td>
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<tr>
<td>MetroRail</td>
<td>19,939</td>
<td>22,193</td>
<td>16,832</td>
<td>27,466</td>
<td>30,103</td>
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<td>CARTS</td>
<td>21,110</td>
<td>17,389</td>
<td>17,402</td>
<td>16,503</td>
<td>13,392</td>
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<tr>
<td>Rideshare</td>
<td>116,479</td>
<td>119,948</td>
<td>93,562</td>
<td>118,992</td>
<td>96,672</td>
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<tr>
<td>UT Shuttle</td>
<td>103,799</td>
<td>93,336</td>
<td>58,901</td>
<td>90,654</td>
<td>92,237</td>
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<tr>
<td>MetroAccess</td>
<td>453,834</td>
<td>474,014</td>
<td>442,727</td>
<td>453,909</td>
<td>472,541</td>
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<td>MetroExpress</td>
<td>67,468</td>
<td>85,232</td>
<td>43,751</td>
<td>71,266</td>
<td>60,844</td>
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<tr>
<td>MetroRapid</td>
<td>209,115</td>
<td>211,186</td>
<td>182,453</td>
<td>213,047</td>
<td>213,875</td>
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<tr>
<td>Fixed Route</td>
<td>1,078,000</td>
<td>1,202,489</td>
<td>1,127,020</td>
<td>1,231,420</td>
<td>1,263,223</td>
</tr>
</tbody>
</table>
Employee Pay and Benefits

• 42.5 additional positions during FY2021
  – Primarily Public Safety department restructure, Marketing & Communications and Paratransit Reservations & Control Center

• 43.5 new and contractor converted positions for the FY2022 budget
  – Primarily Public Safety department restructure and IT department additions/conversions

• Employee insurance costs of $6.2 million
  – Increase for additional FTEs added in FY2021 and FY2022

• Continues level funding for closed bargaining (StarTran) pension plan of $4.0 million

• Employer expense for administration pension plan of $5.5 million
THANK YOU!

FY2022 BUDGET REVENUES

METRO

FY2022 BUDGET REVENUES
Operating Revenue

• Fare Revenue
  – No fare increase proposed for FY2022
  – Fare revenue based on gradual return of ridership in FY2022

• Federal Grants
  – Approximately $33.7 million annually in Section 5307 funds
    o Primarily dedicated to “capital cost of contracting” for agencies that contract for transit services
  – CRRSAA funding of $66.2 million awarded in January 2021
  – American Rescue Plan (ARP) Act funding of $128.2 million awarded in March 2021

• Freight Railroad Revenue
  – Mainline Revenue on target with FY2021 Budget
  – Section 45G Railroad Track Maintenance Tax Credit of ~ $544 thousand
## Revenue Comparison

<table>
<thead>
<tr>
<th>Revenue Category</th>
<th>FY2020 Actual</th>
<th>FY2021 Forecast</th>
<th>FY2021 Budget</th>
<th>FY2022 Budget</th>
<th>$ Increase / (Decrease)</th>
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<tbody>
<tr>
<td>Sales Tax</td>
<td>$262.4</td>
<td>$277.5</td>
<td>$251.7</td>
<td>$290.8</td>
<td>$39.1</td>
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<td>Passenger Revenue</td>
<td>14.7</td>
<td>12.9</td>
<td>15.0</td>
<td>19.6</td>
<td>4.6</td>
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<tr>
<td>Freight Railroad Revenue</td>
<td>6.5</td>
<td>5.9</td>
<td>5.6</td>
<td>6.5</td>
<td>.9</td>
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<tr>
<td>Other Revenue</td>
<td>9.9</td>
<td>6.5</td>
<td>5.6</td>
<td>6.6</td>
<td>.9</td>
</tr>
<tr>
<td>Operating Contributions and Grants</td>
<td>117.1</td>
<td>75.7</td>
<td>43.2</td>
<td>172.3</td>
<td>129.1</td>
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<tr>
<td>Capital Grants and Contributions</td>
<td>21.4</td>
<td>15.8</td>
<td>10.8</td>
<td>21.9</td>
<td>11.0</td>
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<tr>
<td>Total Revenue</td>
<td>$432.1</td>
<td>$394.4</td>
<td>$331.8</td>
<td>$517.5</td>
<td>$185.7</td>
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</table>

- Sales Tax – Projected 4.8% increase for Fiscal Year 2022 Budget over Fiscal Year 2021 Forecast
- Passenger Revenue – Gradual increase in ridership and return of full-year University of Texas service
- Operating Grants – FY2022 includes $93.2 million ARP, $42 million 5307 formula grant and $35 million CRRSAA funding
- Capital Grants and Contributions – FY2022 includes Electric Vehicle grants, CRISI and 5339a and 5337 formula grants
Sales Tax Revenue

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenue</th>
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<tr>
<td>FY2017</td>
<td>$228.6</td>
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<td>FY2018</td>
<td>$243.6</td>
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<td>FY2019</td>
<td>$261.5</td>
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<tr>
<td>FY2020</td>
<td>$262.4</td>
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<tr>
<td>FY2021 Forecast</td>
<td>$277.5</td>
</tr>
<tr>
<td>FY2022 Budget</td>
<td>$290.8</td>
</tr>
</tbody>
</table>
Electric Buses

110 transit bus purchases FY2022 – FY2026
• 5-year spending of $155.5 million

Charging infrastructure construction
• 5-year spending of $34.7 million
Broadmoor Rail Development

Public/Private Development Opportunity
- Partnership between Capital Metro and Brandywine
- $12 million contribution
Customer Experience Technology Enhancements

- Hands-free and equitable solutions
- Bus on-board validators
- Account based back-end system
- New fare media and technologies
Bus Stop Enhancements

Continued plan and spending to improve bus stop amenities
• FY2022 – FY2026 spending of $4 million
• Improved shading, ePaper dynamic message signs, cameras and lighting
## Proposed 5-Year Capital Plan

<table>
<thead>
<tr>
<th>Project Category</th>
<th>FY2022</th>
<th>FY2023</th>
<th>FY2024</th>
<th>FY2025</th>
<th>FY2026</th>
<th>Total</th>
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<tr>
<td>Bus and Paratransit</td>
<td>$41.4</td>
<td>$65.4</td>
<td>$15.9</td>
<td>$3.8</td>
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<td>Commuter Rail</td>
<td>34.5</td>
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<td>2.8</td>
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<td>Facilities</td>
<td>24.8</td>
<td>23.5</td>
<td>14.6</td>
<td>7.4</td>
<td>10.3</td>
<td>80.6</td>
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<tr>
<td>Freight Railroad</td>
<td>4.0</td>
<td>1.5</td>
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<td>0.0</td>
<td>0.0</td>
<td>5.7</td>
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<td>Information Technology</td>
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<td>Other</td>
<td>6.8</td>
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<td>2.5</td>
<td>2.4</td>
<td>2.0</td>
<td>16.2</td>
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<td>Property and Asset Mgmt</td>
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<td>1.1</td>
<td>1.0</td>
<td>31.6</td>
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<tr>
<td><strong>Total Capital Projects</strong></td>
<td>$151.8</td>
<td>$142.2</td>
<td>$49.0</td>
<td>$29.8</td>
<td>$115.8</td>
<td>$488.6</td>
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### Funding

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<th>Source</th>
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<th>FY2023</th>
<th>FY2024</th>
<th>FY2025</th>
<th>FY2026</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Local Funding</td>
<td>129.9</td>
<td>131.5</td>
<td>42.7</td>
<td>26.3</td>
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<td>437.1</td>
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<td>Grants/Contributions</td>
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<td>10.7</td>
<td>6.3</td>
<td>3.5</td>
<td>9.1</td>
<td>51.5</td>
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<td><strong>Total Capital Projects</strong></td>
<td>$151.8</td>
<td>$142.2</td>
<td>$49.0</td>
<td>$29.8</td>
<td>$115.8</td>
<td>$488.6</td>
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</table>

### Project Type

<table>
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<tr>
<th>Category</th>
<th>FY2022</th>
<th>FY2023</th>
<th>FY2024</th>
<th>FY2025</th>
<th>FY2026</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Enhancement</td>
<td>98.4</td>
<td>68.6</td>
<td>18.0</td>
<td>9.9</td>
<td>27.1</td>
<td>222.0</td>
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<td>State of Good Repair</td>
<td>53.4</td>
<td>73.5</td>
<td>31.0</td>
<td>20.0</td>
<td>88.8</td>
<td>266.6</td>
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<tr>
<td><strong>Total Capital Projects</strong></td>
<td>$151.8</td>
<td>$142.2</td>
<td>$49.0</td>
<td>$29.8</td>
<td>$115.8</td>
<td>$488.6</td>
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# Fund Balance and Reserves

## FY2022 Projected Activity

<table>
<thead>
<tr>
<th>FY2022 Projected Activity</th>
<th>$’ Million</th>
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<tbody>
<tr>
<td>Projected Beginning Balance</td>
<td>$280.0</td>
</tr>
<tr>
<td>+ Revenue</td>
<td>517.5</td>
</tr>
<tr>
<td>- Operating Expenses</td>
<td>(319.1)</td>
</tr>
<tr>
<td>- Capital Projects</td>
<td>(151.8)</td>
</tr>
<tr>
<td>- Contribution to ATP</td>
<td>(23.4)</td>
</tr>
<tr>
<td>- Interlocal Agreements</td>
<td>(4.1)</td>
</tr>
<tr>
<td><strong>Projected Ending Balance</strong></td>
<td><strong>$299.2</strong></td>
</tr>
</tbody>
</table>

## Fund Allocation

- **Statutory Operating Reserve**: $53.2m
- **Budget Stabilization Reserve**: $26.6m
- **Sustainability Capital Fund**: $10.0m
- **City of Austin Mobility Programs**: $2.9m
- **Self-Insurance Reserve**: $1.3m
- **Funding of 5-Year CIP**: $205.2m

Total $299.2 Million
Long-Range Financial Model

- Ongoing revenue assumption is sufficient to fund operations and capital needs through Fiscal Year 2030
- Budget risk if sales tax growth does not develop as projected
Next Steps

- Review budget proposal with Board’s advisory committees
- Publish draft budget document online
- Public outreach across Capital Metro’s service area
- Public hearing on the proposed budget
- Budget updates to Board Committees
- Final Board approval scheduled for September 27
- Board update on Long-Range Financial Plan
THANK YOU!
TITLE: Project Connect Update
PROJECT CONNECT OVERVIEW

ORANGE LINE ALIGNMENT BRIEFING

SOUTH: SLAUGHTER to OLTORF
NORTH: TECH RIDGE to the DRAG
Program 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**
- **ANTI-DISPLACEMENT INVESTMENTS**
  - NEPA / Preliminary Engineering
  - Final Design / Procurement
  - Construction / Commissioning

Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)
PROGRAM UPDATES:
Red Line & Pick-Up Service

Red Line
McKalla Station
• Preliminary engineering & ENV in progress
• Safety analysis underway
• Ongoing coordination with City of Austin
Broadmoor Station
• Ongoing coordination with station neighbors regarding drainage, and construction easements
• Coordination with Urban Trail team on Red Line Trail
Lakeline-to-Leander
• Construction bidding in progress

Park & Rides
Under planning review

Neighborhood Circulators
• First of the three zones (Dessau) goes live on June 15th
• In-depth community engagement has begun for the remaining two zones, being launched this summer
• Public-facing dashboards in development for a late summer release
PROGRAM UPDATES:

MetroRapid

Expo & Pleasant Valley
- Published in the *FY22 Annual Report on Funding Recommendations*
- Project Management Oversight Consultant (PMOC) assigned by FTA
- Categorical Exclusion (CE) approved by FTA
- Completed 30% design
- 100% design consultant selected and NTP forthcoming
- Progressed FTA Small Starts Readiness Documents
- Continued station location and guideway coordination with the City of Austin (ATD and CPO)
- Bus procurement underway, anticipate Board action in September

Gold Line, Menchaca, South Lamar / Oak Hill
- Conducted station site visits and operational discussions;
- Developing 30% design scope
- Analyzing options for federal funding and project implementation phasing
PROGRAM UPDATES:
Blue & Orange Line Field & Engineering Activities

• Blue Line 15% Draft Design Package comment disposition completed and revisions for final submittal underway
• Orange Line 15% Draft Design Package submitted and conducted reviews with technical stakeholders
• Surveys complete for geotechnical boring locations
• Completed drilling for 7 out of 10 borings for tunnel
• Archeological and environmental field investigation underway
• Continued coordination with City on guideway, roadway, bike/ ped facilities and planned development ongoing
PROGRAM UPDATES:
Blue & Orange Planning/NEPA Progress

- Notice of Intent Published
- Submitted Entry into Project Development Letter
- Continue to develop various Resource Technical Reports
- Drafting EIS Document
  - Chapter 1 – Introduction, Description, Purpose and Need
  - Chapter 2 – Alternatives Considered
  - Overall, there are 7 Chapters and numerous sections and reports that comprise the EIS
- Continued coordination with Agencies and Partners
Orange Line Stations

Note: Station locations and names subject to change.

Packet Pg. 131
Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)
Alignment Briefing Sequence

**MAY**
Airport to Lady Bird Lake

**JUNE**
South: Slaughter to Oltorf
North: Tech Ridge to the Drag

**JULY**
Downtown - SoCo
Orange & Blue Line Projects – Overall Timeline

**June 2020**
Orange & Blue Line Locally Preferred Alternatives (LPAs) Adopted

**Fall 2020**
Project Connect Referendum Passed

2021 – 2022
- Scoping
- Draft Environmental Impact Statement (DEIS)
- Final Environmental Impact Statement (EIS) and Record of Decision (ROD)

2023 – 2029
- Projected Entry Into FTA Engineering Phase
- Design and Contracting Procurement Awards
- Begin Construction and Vehicle Manufacturing
- Projected Full Funding Grant Agreement(s) (FFGA)
- Staffing, Training, Organizational Readiness
- Revenue Service Begins
Orange & Blue Line Key Milestones (2021 – 2022)

April 2021
- National Environmental Policy Act (NEPA) Notice of Intent

Summer 2021
- Complete 15% Design
- Enter FTA Project Development

Spring 2022
- Draft Environmental Impact Statement (DEIS), Draft 30% Design and Cost Estimates
- Initial FTA Rating

Spring – Summer 2022
- Complete 30% Design and Cost Estimate

Summer 2022
- Final EIS (FEIS) Complete

Winter 2022
- End of EIS and 30% Design Comment Phase

2023 - Beyond
- FTA NEPA Record of Decision (ROD)
Community Engagement Updates

• “Let’s Talk Station Alignment” virtual community meetings April 26-May 21 final numbers:

<table>
<thead>
<tr>
<th>Event Participation</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Live Meeting Views</td>
<td>293</td>
</tr>
<tr>
<td>Total Self-Guided Meeting Unique Users</td>
<td>1,235</td>
</tr>
<tr>
<td>Total Participation</td>
<td>1,528</td>
</tr>
</tbody>
</table>

• CAC Meeting May 26
• PCAN Meeting May 27
• Blue Line Working Groups May 24
• Orange Line Working Groups June 7-10
What We Heard

What do you love about your community?
How do you think a new station could be designed to reflect what you love about your community?

• “Stations should feature local art and be context sensitive (locally sourced colors/materials where possible); they need substantial shade structures designed to maximize shade in the hottest parts of the year and time of day...also need to be built with sustainable materials and designed to be energy efficient.”

• “I love the parks and open space. All of the retail activity should be at the street level to create vibrancy and make the City come alive through its natural amenities.”

What improvements are needed at and around stations to make getting to and from stations safe and convenient?

• “Parking. There will need to be ample parking, and it must have accommodations for disabled community members. (Easy and convenient ramps, textured ground guides for the blind, lots of seating for the elderly and less mobile, ticket booths that speak so the blind can use them) Please make sure these accommodations are not afterthoughts...”

• “Pedestrian and cycling infrastructure *must* be present. As a full-time pedestrian and cyclist for more than 12 years, I know that most of these station locations are terrible and stressful for pedestrians...so investing in fully protected bicycle lanes and wide sidewalks are essential...”
What We Heard

What features do you envision when imagining your experience at a station (when accessing the station, waiting for the next train and boarding a train)?

- “Nice architecture, shade, benches, trees. Ideally a screen that displays when trains will arrive, rather than annoying announcements on the loudspeaker...”

- “I would like the ability to park a food truck, have a kiosk or micro business at the station. Allow busking for local musicians or artists at stations. Include vending machines and Wifi...”

Please share any additional comments or questions you have.

- “Various mockups have been shown of the airport station T’ing into the terminal. However, designing the station so that it runs alongside the terminal would better accommodate potential/future extensions of the Blue line further east.”

- “It’s important to ensure that bus timetables align with train timetables to make connections efficient. I’m hoping that the speed of these trains actually makes it feasible to travel from south to north Austin...”

- “For far too long, American transit has been built at minimum cost. We need to fully invest in this system and go the extra mile...”
Upcoming Engagement Activities

• **Next round of Community Conversations (Orange & Blue Lines 15% Design)** July 26-31
  - Six virtual meetings
  - One in-person open house meeting
  - Self-guided virtual open house meeting July 26 through August

• **Community Advisory Committee meeting:**
  - June 30

• **Project Connect Ambassador Network Meetings:**
  - June 23
  - July 22
Reimagining the Right of Way – Complete Streets

**Example Right of Way Elements**

- Tree Canopy
- Station Platforms
- Bike Paths
- Turn Lane
- Travel Lanes

*Conceptual rendering*
Station Location Principles

Maximize connectivity to transit network

Balance speed and access with station spacing

Serve high-activity corridor destinations

½ mile radius (10-min walk) access area

½ to 1 mile between stations

* Reviewed at April virtual community meetings
Station Geometry

Station on an incline

Station on flat land

Station on a curve

Station on a straight line

* Reviewed at April virtual community meetings
Orange Line Stations - South

Note: Station locations and names subject to change

Orange Line
- Stations
- Initial Investment
- Future Extension
- Orange/Blue
- Orange/Gold

Map of Orange Line stations in Austin, including S Congress Ave, Guadalupe St, and N Lamar Blvd.

Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)
Orange Line – Slaughter to Stassney

Note: Station locations and names subject to change.
Orange Line Extensions - South

- Initial Investment Begins / Ends at Stassney.
- Future Extension would continue to Slaughter Lane.
- Until the future extension is complete, the Orange Line Extensions will be served by enhanced MetroRapid.
- Current federal review process (NEPA) includes the Orange Line Extensions to expedite design and implementation once funding is secured.
Slaughter Transit Center

*Station locations and names subject to change
*Station proposed to be off-alignment with parking

Southpark Meadows, Slaughter Lane

Storage Units, Salvage Yard

Apartments
South Congress at Ditmar Road

*Station locations and names subject to change

Ditmar Road

Retail / Commercial

Apartments

[Diagram showing locations and names subject to change]
South Congress at William Cannon Station

*Station locations and names subject to change

- Apartments
- Walgreens
- Mixed Retail

*Local bus connections on William Cannon Station

- Slaughter Transit Center
- William Cannon
- Stassney
- South Congress Transit Center
- St. Edward’s
- Olifer
- SoCo
- Auditorium Shores
- Republic Square
- Government Center
- UT/West Mall
- Hemphill Park
- Hyde Park
- Triangle
- Koenig
- Crestview
- North Lamar Transit Center
- Rundberg
- Braker
- Parmer
- Tech Ridge Transit Center

- Green: Tree Zone / Median
- Red: Bikeway
- Purple: Sidewalk

Attachment: Orange Line Briefing Deck (4917: Project Connect Update)
South Congress to Little Texas Lane

*Station locations and names subject to change

- Mixed Retail
- Pleasant Hill Elementary
- Apartments
- Condos
- Little Texas Lane

Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)
Orange Line – Stassney to Oltorf

Note: Station locations and names subject to change

LRT Station
Orange Line
Blue Line
Future Extension
MetroRail Line
& Station
P

STASSNEY / ST. ED’S WORKING GROUP

SOUTH CONGRESS TRANSIT CENTER

IS Congress Ave

OLTORF

10 min. walking
3 min. biking

0 1,500 Feet

Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)
South Congress at Stassney Station

*Station locations and names subject to change

*Local bus connections on Stassney

*CVS

*Stassney Station*

*Williamson Creek*

*Structure over creek due to floodplain conditions

Stassney Station

CVS

Apartments

Auto Salvage

Williamson Creek*

Elevated Track

Tree Zone / Median

Bikeway

Sidewalk

Roadway

Bikeway

Sidewalk

Roadway

TxDOT ROW

COA ROW

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Attachment: Orange Line Briefing Deck (4912: Project Connect Update)
Stassney to South Congress Transit Center

*Station locations and names subject to change

Williamson Creek

Battle Bend Park

Future Development

Future Development

Retail, Commercial

Attachment: Orange Line Briefing Deck (4912: Project Connect Update)
South Congress Transit Center

*Station locations and names subject to change

Salvation Army
Enterprise Rent-a-Car

Existing SCTC

Public Lofts
Mixed Retail

US 290
Ben White

ST. ELMO
BERGSTROM SPUR
BERGSTROM SPUR

Elevated Track
Tree Zone / Median
Bikeway
Roadway
Sidewalk

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Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)
Platforms are elevated above the street and can be placed to the side or in the center of the transitway.

- Passengers access platforms directly from the sidewalk.
- Elevated transitway and stations are used to address engineering or environmental challenges, including:
  - Crossing other major transportation infrastructure
US 290 to Penn Field

*Station locations and names subject to change

Existing SCTC

Mixed Commercial

US 290
Ben White

McDonald's

Post Office

Apartments

Penn Field

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Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)
St. Edward’s University (Split Platform Option)

*Station locations and names subject to change
Split Platform Station – Typical Layout

Each direction served by its own platform, usually located on opposite sides of an intersection.

- Platforms are narrower since they only serve one direction.
- Offset platforms can provide more space for left turn lanes.
St. Edward’s University (Center Platform Option)

*Station locations and names subject to change

Mixed Retail
El Gallo Site

St. Edward’s Station*

Apartments
St. Edward's

Tree Zone / Median
Bikeway
Sidewalk
Center Platform Station – Typical Layout

• Both directions served by a single platform.

• Platform is typically wider to accommodate passengers loading in both directions.

• Allow facilities to be shared between both tracks

• Offer a more comfortable waiting space for passengers, who are separated from traffic by the tracks

• Cost effective
South Congress at Oltorf Station

*Station locations and names subject to change

*Local bus connections on Oltorf

Gardner-Betts Juvenile Center
Mixed Retail
Former Twin Oaks Shopping Center (HEB Owned)

HEB
St. Ignatius

Attachment: Orange Line Briefing Deck (4912: Project Connect Update)
Orange Line – Rundberg to North Lamar Transit Center

Note: Station locations and names subject to change.
Orange Line Extensions - North

• Initial Investment Begins / Ends at North Lamar Transit Center.
• Future Extension would continue to Tech Ridge
• Until the future extension is complete, the Orange Line Extensions will be served by enhanced MetroRapid.
• Current federal review process (NEPA) includes the Orange Line Extensions to expedite design and implementation once funding is secured.
Tech Ridge Transit Center at I-35

*Station locations and names subject to change

Carmax

Existing Tech Ridge Park & Ride

I-35

Retail & Restaurants

Tech Ridge Transit Center*

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Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)
Far North Lamar

*Station locations and names subject to change

- Apartments
- Connally High School
- Walmart
- Lowe's
- I-35

[Diagram of station locations and names with symbols for Elevated Track, Tree Zone/Median, Bikeway, Roadway, and Sidewalk.]
North Lamar at Parmer Station

*Station locations and names subject to change

*Local bus connections on Parmer, future MetroRapid

Parmer Station*
North Lamar at Yager Lane

*Station locations and names subject to change

Walnut Creek Metropolitan Park

NYOS Charter School

Offices
North Lamar at Walnut Creek

*Station locations and names subject to change

- Walnut Creek Metropolitan Park
- Apartments
- Apartments
North Lamar at Braker Station

*Station locations and names subject to change

Chinatown Shopping Center

Mixed Commercial

Oracle Data Center

*Local bus connections on Braker

Attachment: Orange Line Briefing Deck (4912: Project Connect Update)
North Lamar - Chinatown to Masterson

*Station locations and names subject to change

Mixed Commercial

Offices

Marketplace Austin

Chinatown

Mixed Commercial

Slaughter Transit Center  William Cannon  Stannery  South Congress Transit Center  St. Edward's  Ollof  SoCo  Auditorium Shores  Republic Square  Government Center  IIT/West Mall  Hempfield Park  Hilde Park  Triangle  Koenig  Crestview  North Lamar Transit Center  Rundberg  Briker  Parmer  Tech Bic Transit Co

Attachment: Orange Line Briefing Deck (9/12 - Project Connect Update)
North Lamar at Rutland Drive

*Station locations and names subject to change

- Retail & Restaurants
- Apartments
- Retail & Restaurants
- Hotel

Map with locations such as Slaughter Transit Center, William Cannon, St. Edward's, Auditorium Shores, Republic Square, Government Center, UT/West Mall, Hemphill Park, Hyde Park, Triangle, Koenig, Crestview, North Lamar Transit Center, Rundberg, Braker, Palmer, and Tech Ridge Transit Center.
North Lamar at Rundberg Station

*Station locations and names subject to change

- Apartments
- HEB & Retail
- Retail & Restaurants
- Barrington Elementary

Rundberg Station*  
Rundberg Station*

- Local bus connections on Rundberg

Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)
North Lamar Transit Center

*Station locations and names subject to change

Existing North Lamar Transit Center

North Lamar Transit Center*

Apartments

Mixed Commercial

US 183

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Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)
Orange Line – North Lamar Transit Center to Koenig

Note: Station locations and names subject to change.
North Lamar Transit Center and US 183

*Station locations and names subject to change

- Existing North Lamar Transit Center
- Auto Repair
- Offices
- US 183
- Apartments

Potential pedestrian bridge connecting to platform

Tree Zone / Median
Bikeway
Sidewalk
Roadway

7.2.a

Packet Pg. 175
Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)
North Lamar to Crestview Station

*Station locations and names subject to change

Midtown Commons

Apartments

Retail

Crestview Station*

Current Crestview Station (Red Line)
North Lamar to Denson Drive

*Station locations and names subject to change

- Mixed Commercial
- Offices
- Retail

Diagram showing various stations along the route:
- DPS
- Romeria DR.
- Brentwood ST.
- Denison DR.

Legend:
- **Green** Tree Zone / Median
- **Red** Bikeway
- **Orange** Sidewalk

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Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)
North Lamar at Koenig Station

*Station locations and names subject to change

- Mixed Commercial
- Apartments
- Retail & Restaurants
- Koenig Station*
- Austin Water
- DPS
- Roadway
- Bikeway
- Sidewalk

*Local bus connections on Koenig

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Attachment: Orange Line Briefing Deck (4912: Project Connect Update)
North Guadalupe at Triangle Station

- ASH
- Walgreens
- Apartments
- Health & Human Services

Station locations and names subject to change.
North Guadalupe (38th – 45th) - Existing Conditions

Looking North at 41st Street
North Guadalupe at 45th Street (Austin State Hospital)

Austin State Hospital

Hyde Park

CVS

The Triangle
Hyde Park Station & Austin State Hospital

Hyde Park

Austin State Hospital
North Guadalupe (38th Street to Wheatsville)

- Hemphill Park
- Apartments
- Wheatsville Coop
- 34th STREET
- 38th STREET
- Offices
- Retail
- Hyde Park Station (SB)∗

Diagram showing street names and landmarks such as apartments, wheatsville co-op, hemphill park, and locations along 34th and 38th streets.

Attachment: Orange Line Briefing Deck (4912: Project Connect Update)
Orange Line – Hemphill Park to the Drag

Note: Station locations and names subject to change.
The Drag: 29th Street to MLK

*Station locations and names subject to change

[Map showing the route from 29th Street to MLK with highlighted stations: UT / West Mall, University of Texas, West Campus, and Hemphill Park.]

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Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)
The Drag – Current conditions

Robust pedestrian and retail activity

Narrow street width

Traffic congestion

Multiple mobility modes
The Drag - Aspirations

• Enhance the Drag as one of Austin's defining places
  • Enhanced safety and accessibility to UT (students, staff, faculty, visitors), West Campus housing, and local businesses
  • Enhanced pedestrian experience
  • Improved environment for local businesses

• Maintain access for local bus service in addition to new Light Rail Transit (LRT) service

• Maintain north-south vehicular throughput for the area

• Maintain historic UT campus edge
The Drag – Options*

- LRT / Pedestrians and bikes only
- LRT / Bus / Pedestrians and bikes
- LRT / Bus / Pedestrians and bikes / General Purpose Traffic (one lane in each direction)
- **Hybrid** – different modes in different sections of the Drag

*All options to be considered with community and local stakeholders through the Drag Working Group
The Drag - Precedents

Minneapolis

Auckland, NZ

Denver

Dallas

Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)
Hemphill Park Station and 29th Street

*Station locations and names subject to change

West Campus

Apartments

University of Texas

Trees Zone / Median

Roadway

Bikeway

Sidewalk
Dean Keaton and West Campus

*Station locations and names subject to change

Retail – The Drag

University of Texas

University of Texas

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Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)
UT / West Mall Station

*Station locations and names subject to change
Next Steps

• Stakeholder meetings for Orange Line 15-percent design this month, Downtown and SoCo areas in June-July
• Soliciting community comments on 15-percent design for Orange and Blue Lines through Summer 2021 (NEPA milestone). Public meetings on 15-percent design to be held in July
• Continuing to work closely with City of Austin, TxDOT, State of Texas and other partner agency staff on program coordination
• Hold first Technical Advisory Committee (TAC) meetings this month
Orange & Blue Line Key Milestones (2021 – 2022)

April 2021
- National Environmental Policy Act (NEPA) Notice of Intent

Summer 2021
- Complete 15% Design
- Enter FTA Project Development

Spring 2022
- Draft Environmental Impact Statement (DEIS), Draft 30% Design and Cost Estimates

Spring – Summer 2022
- Initial FTA Rating
- Complete 30% Design and Cost Estimate

Summer 2022
- Complete 30% Design and Cost Estimate

Winter 2022
- End of EIS and 30% Design Comment Phase
- Final EIS (FEIS) Complete
- FTA NEPA Record of Decision (ROD)

2023 - Beyond
- FTA NEPA Record of Decision (ROD)