I. Public Comment:

II. Discussion Item
   1. Update on Project Connect Community Engagement and Recommended System Plan and Locally Preferred Alternatives.

III. Action Item
   2. Adoption of Project Connect System Plan and Locally Preferred Alternatives.

IV. Discussion Item

V. Items for Future Discussion:

VI. Adjournment

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

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

The Board of Directors may go into closed session under the Texas Open Meetings Act. 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.
TITLE: Update on Project Connect Community Engagement and Recommended System Plan and Locally Preferred Alternatives.
Austin City Council/Capital Metro Board

JOINT SPECIAL SESSION

JUNE 10, 2020
AGENDA

• ENGAGING WITH THE COMMUNITY
• HOW DID WE GET HERE & WHY WE NEED TO BUILD
• TODAY’S ACTION
• BREAK
• OVERSEEING THE PROGRAM
• INVESTMENT OPPORTUNITIES
• WHAT’S NEXT
PROJECT CONNECT
ENGAGING WITH THE COMMUNITY
PROJECT CONNECT TIMELINE

A 20 Year Discussion

DEC 2018
Project Connect Vision Plan Adopted

APR 2019
Austin Strategic Mobility Plan Adopted

AUG 2019 – MAR 2020
Six Joint Work Sessions held, Covering Program, Funding and Governance

MAY 2020
Virtual Meetings Held

JUN 2020
Joint Session – System Plan Adoption

JUL 2020
Funding & Budget Direction

AUG 2020
Establish LGC Potential Transit Referendum Action

NOV 2020
Potential Transit Referendum

2021 – Beyond
It’s Go Time!

Community Engagement Ongoing
WORKING TOGETHER
CONNECTING WITH THE COMMUNITY

Federal Process
Community Engagement
CapMetro Board Vision
Map Action

Fall 2018

Spring 2019
ASMP and Corridor
Program Decision
CapMetro Vision Map
Aligns with ASMP Action
LPA Process Initiated

Conceptual
Engineering
Alternatives Analysis
Investment Opportunities
LPA Recommendation
Community Feedback

Summer 2019 –
Spring 2020

CapMetro & City of Austin Working Together
Project Connect, ASMP, Corridor Program Coordination

Summer 2020 -
Winter 2020
Recommendation and Adoption of System Plan & LPAs
Development of Joint Venture

LPA Process Initiated
LEARNING, LISTENING & COLLABORATING

LOCAL OUTREACH More than 57,000 community members engaged through outreach programs
IN ADDITION TO ALL ENGAGEMENTS & OUTREACH COMPLETED WITH AUSTIN STRATEGIC MOBILITY PLAN (ASMP)

ENGAGEMENTS BY THE NUMBERS

- Street team outreach 15,605 engaged
- Community outreach events 18,761 engaged
- Live and virtual open houses 22,367 engaged

STAKEHOLDER GROUPS ENGAGED

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

Corridors Program Coordination
Technical Group Reviews

City Council & CapMetro Joint Meetings

<table>
<thead>
<tr>
<th>Month</th>
<th>AUG</th>
<th>NOV</th>
<th>MAR</th>
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<tr>
<td>Street team outreach</td>
<td>6</td>
<td>28</td>
<td>4</td>
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<tr>
<td>Community outreach events</td>
<td>30</td>
<td>14</td>
<td>9</td>
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<tr>
<td>Live and virtual open houses</td>
<td>10</td>
<td>20</td>
<td>7</td>
</tr>
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</table>

LOCAL OUTREACH More than 57,000 community members engaged through outreach programs
COMMUNITY OUTREACH
CONNECTING WITH THE COMMUNITY

Project Connect Ambassador Network (PCAN) - Group of over 150 community organizations and stakeholders meeting monthly to receive update and provide input to process

Three subcommittees:
- Technical
- Communications
- Placemaking

Resolutions of Support from CapMetro’s

Access Advisory Committee (AAC)

&

Customer Satisfaction Advisory Committee (CSAC)
COMMUNITY OUTREACH

CONNECTING WITH THE COMMUNITY

Employer-Based Engagement: Breaking down barriers by engaging with people where they are, by partnering with local industry

Traffic Jam Events: Community-wide participation; two-way learning; demonstrating partnerships

Community and Partner Events: Focus on target audience that’s not likely to come across our materials in other ways

Build and Maintain Relationships: Returned to same groups in later phases
VIRTUAL OPEN HOUSE
CONNECTING WITH THE COMMUNITY: MAY 7 TO MAY 31

WHAT WE HEARD:

“It is past time for Austin to do this. We are a large, international city and have been for years. This proposal is transformative and enduring. It will be our legacy to future generations.”

“I am completely in favor of putting the full system as described with 3 LRT lines and a new river crossing and underground tunnel to a vote this November...”

PARTICIPATION:
Over 3,500 unique views
Over 1,300 survey submissions

* Percentages may not total to 100% due to number rounding
VIRTUAL OPEN HOUSE

WHAT WE HEARD

90% agree that the Recommended System Plan creates a more accessible transit service.

90% agree the Blue Line and Gold Line should be built.

87% agree 7 new MetroRapid routes should be created.

92% agree the Orange Line should be built.
VIRTUAL OPEN HOUSE

WHAT WE HEARD

88% agree on expanding MetroExpress.

90% agree we should construct a downtown transit tunnel.

92% agree on expanding local connections.

84% agree the Red Line should be improved and the Green Line built.

WHAT WE HEARD

84% agree the Red Line should be improved and the Green Line built.
VIRTUAL COMMUNITY MEETINGS
CONNECTING WITH THE COMMUNITY: MAY 15 TO MAY 29

PARTICIPATION:
Over 13,500 unique views
(Zoom, Facebook Live, and YouTube)

May 15
Greg Casar, City Council Member, District 4
Leslie Pool, City Council Member, District 7

May 18
Natasha Harper-Madison, City Council Member, District 1
Jeffrey Travillion, CMTA Board Member

May 19
Kathie Tovo, City Council Member, District 9
Wade Cooper, CMTA Board Member & Chair

May 20
Jimmy Flannigan, City Council Member, District 6
Troy Hill, CMTA Board Member & Mayor of Leander
Eric Stratton, CMTA Board Secretary

May 20
Alison Alter, City Council Member, District 10
Terry Mitchell, CMTA Board Member

May 26
Steve Adler, Mayor of Austin
Wade Cooper, CMTA Board Chair

May 28
Ann Kitchen, CMTA Board Member &
City Council Member, District 5
Paige Ellis, City Council Member, District 8

May 29
Delia Garza, CMTA Board Vice Chair & Mayor Pro Tem.
District 2
Sabino ‘Pio’ Renteria, CMTA & City Council Member, District 3

* Percentages may not total to 100% due to number rounding
CONNECTING WITH THE COMMUNITY

COMMUNITY ENGAGEMENT

LOCAL OUTREACH: 57,000

I am completely in favor of putting the full system as described with 3 LRT lines and a new river crossing and underground tunnel to a vote this November in what is likely to be a favorable electorate.

It is past time for Austin to do this. We are a large, international city and have been for years. This proposal is transformative and enduring. It will be our legacy to future generations.

I think this plan is very good and has focused on a lot of key goals like increasing frequency, broadening access to opportunities for marginalized populations, and adding elements to make transit reliable and dignified.
PROJECT CONNECT
GATHERING COMMUNITY INPUT
Methodology

• Online survey using SurveyMonkey platform and Lucid sample providers. Programmed, managed, and analyzed by Sherry Matthews Group.
• Fielding period May 8 - 27, 2020
• Total sample N=407
Q: How satisfied are you with the quality of Austin's public transit choices?

*Satisfaction with transit is good, but could be better*

- Very satisfied: 15%
- Somewhat satisfied: 43%
- Not very satisfied: 33%
- Not satisfied at all: 8%

*Percentages may not total 100% due to number rounding*
Improving our transit system is very important.

Q: How important is an improved public transit system to Austin?

* Percentages may not total 100% due to number rounding
Q: Austin is the #11 largest city in the country. How important is it for Austin to have a public transit system similar to other large cities? Q32. Do you agree or disagree with the following statement? If Austin is going to live up to its potential, it should have a public transit system as good as other major cities.

* Percentages may not total 100% due to number rounding
Positive perceptions of Capital Metro.

Q: What is your impression of Capital Metro?

* Percentages may not total 100% due to number rounding
75% select **addressing traffic congestion** a top issue.

Q: Which of the following are important issues for quality of life in Austin? SELECT ALL THAT APPLY. RANKING

* Percentages may not total 100% due to number rounding
Addressing traffic congestion ranked 2nd of the most important issue.

<table>
<thead>
<tr>
<th>Issue</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Protecting our health post-COVID-19</td>
<td>33%</td>
</tr>
<tr>
<td>Addressing traffic congestion</td>
<td>14%</td>
</tr>
<tr>
<td>Increasing affordable housing</td>
<td>12%</td>
</tr>
<tr>
<td>Stimulating the local economy</td>
<td>10%</td>
</tr>
<tr>
<td>Planning ahead for Austin's growth</td>
<td>10%</td>
</tr>
<tr>
<td>Protecting the environment</td>
<td>7%</td>
</tr>
<tr>
<td>Addressing homelessness</td>
<td>6%</td>
</tr>
<tr>
<td>Enhancing the quality of local public schools</td>
<td>4%</td>
</tr>
<tr>
<td>Increasing city services like police, EMS, and firefighters</td>
<td>2%</td>
</tr>
</tbody>
</table>

Q: Please rank your selection in order of importance (1 = most important).

* Percentages may not total 100% due to number rounding
95% positive after seeing details of Project Connect

Perceptions of Project Connect after details

- Very positive: 52%
- Somewhat positive: 43%
- Somewhat negative: 4%
- Very negative: 1%

Q: Now that you've heard more about Project Connect, how do you feel about it?

* Percentages may not total 100% due to number rounding
71% still support Project Connect after seeing funding source: property tax.

Q. Project Connect will be funded by an annual increase in property taxes averaging $200 a year plus state and federal grants. How does this impact your support for Project Connect?

* Percentages may not total 100% due to number rounding
PROJECT CONNECT
HOW DID WE GET HERE &
WHY WE NEED TO BUILD
THE TEAM
BUILT TOGETHER TO BENEFIT ALL

METRO
CITY OF AUSTIN

AECOM
HDR
HNTB

ATG
NELSON NYGAARD
rifeline
pfm
BCG
HOW WE GOT HERE

EVOLUTION OF THE SYSTEM PLAN

OCTOBER 30, 2018
INITIAL VISION PLAN

DECEMBER 17, 2018
ADOPTED VISION PLAN

MARCH 9, 2020
RECOMMENDED SYSTEM PLAN

Attachment: June2020_CapMetro_COA_Meeting_FINALP1 (4611 : Project Connect

Packet Pg. 28
HOW WE GOT HERE
CHANGES SINCE MARCH 9, 2020

• Utilized preliminary 2045 CAMPO demographics for updated system plan ridership
  o Analysis of Gold Line as LRT

• Red Line Phase II removed
  o Phase I improvements allow 15-minute service which will provide additional ridership capacity
  o Major transfer to downtown anticipated at Crestview with Orange Line
RECOMMENDED SYSTEM PLAN

INDIVIDUAL PROJECTS BUILD UPON EACH OTHER TO COMPLETE THE SYSTEM

- The Recommended System Plan provides more ways to use transit
- Projected system ridership to nearly triple with the implementation of Project Connect
PROJECT CONNECT  RECOMMENDED SYSTEM PLAN

LIGHT RAIL

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

BLUE LINE

GOLD LINE

METORAIL

RED LINE
Station and Operational Improvements

GREEN LINE
New Commuter Rail Service to Connect Downtown to Colony Park with potential extension to Manor and Elgin

METROEXPRESS

8 New Routes
- 5 outside service area
24 New Park & Rides
- 10 outside the service area

METROBUS

Better bus service and stop amenities

METROACCESS
Enhanced demand response service

METORAPID

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

PLUS

Zero Emissions

Improved Customer Tech

New Circulator Zones (Pickup)

Maintenance Facility Improvements
WHY WE NEED TO BUILD

RECOMMENDED SYSTEM PLAN

A SYSTEM BUILT ON CONNECTIONS

✓ Improves the entire transportation network
✓ Increases frequency, more service and faster travel
✓ Supports sustainability and improved air quality
✓ Expands access to jobs, health care and education
✓ Improves reliability
✓ Creates more types of transit
✓ Supports regional plans
✓ Places investments in the future
Making Connections
ORANGE LINE

21 Miles & 22 Stations

Connections to 47 Capital Metro Routes

SYSTEM CONNECTIONS
- 2 connections to LRT routes
- 1 connection to MetroRail routes
- 6 connections to MetroRapid routes

Travel Time

<table>
<thead>
<tr>
<th>Route</th>
<th>Time</th>
</tr>
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<tbody>
<tr>
<td>Orange Line</td>
<td>54 Minutes</td>
</tr>
<tr>
<td>Car in Rush Hour</td>
<td>1 Hour 20 Minutes</td>
</tr>
<tr>
<td>Republic Square</td>
<td>33 Minutes</td>
</tr>
<tr>
<td>Car in Rush Hour</td>
<td>1 Hour</td>
</tr>
<tr>
<td>Slaughter</td>
<td>25 Minutes</td>
</tr>
<tr>
<td>Car in Rush Hour</td>
<td>33 Minutes</td>
</tr>
<tr>
<td>Republic Square</td>
<td>23 Minutes</td>
</tr>
<tr>
<td>Car in Rush Hour</td>
<td>45 Minutes</td>
</tr>
</tbody>
</table>

Ridership

Weekday Ridership (2040)
54,000 - 74,400

Demographics

Zero Car Households in Station Areas
3,400 | 8%

Individuals in Poverty in Station Areas
21,900 | 23%

Minorities in Station Areas
45,700 | 48%

Employment within 1/2 mile

Total Employees (2045)
262,597

Environmental

Vehicle Miles Traveled Reduction
107.8 million fewer miles annually

Greenhouse Gas Reduction
42,800 tons fewer annually
BLUE LINE

8.2 Miles & 11 Stations
Operating along 15.2 miles and serving 20 stations

Travel Time
- AUS Airport to Republic Square: Blue Line Car in 21 Minutes
- Riverside to Downtown: Blue Line Car in 8 Minutes
- MACC/Rainey to Metro Center: Blue Line Car in 12 Minutes

Ridership
- Weekday Ridership (2040): 16,000 - 19,000

Demographics
- Zero Car Households in Station Areas: 3,000 | 10%
- Individuals in Poverty in Station Areas: 17,900 | 26%
- Minorities in Station Areas: 41,100 | 59%

Employment within 1/2 mile
- Total Employees (2045): 243,824

Environmental
- Vehicle Miles Traveled Reduction: 16.7 million fewer miles annually
- Greenhouse Gas Reduction: 6,600 tons fewer annually

SYSTEM CONNECTIONS
- 2 connections to LRT routes
- 2 connections to MetroRail routes
- 4 connections to MetroRapid routes
GOLD LINE

6.4 Miles & 10 Stations
Operating along 9.4 miles and serving 15 stations

Travel Time
- ACC Highland to Republic Square: Gold Line (20 Minutes) / Car in Rush Hour (45 Minutes)
- St. David's to Downtown: Gold Line (9 Minutes) / Car in Rush Hour (35 Minutes)
- UT East to ACC Highland: Gold Line (10 Minutes) / Car in Rush Hour (40 Minutes)

Ridership
Weekday Ridership (2040): 18,000 - 20,000

Demographics
- Zero Car Households in Station Areas: 3,000 (11%)
- Individuals in Poverty in Station Areas: 11,600 (20%)
- Minorities in Station Areas: 25,200 (37%)

Employment within 1/2 mile
Total Employees (2045): 207,276

Environmental
- Vehicle Miles Traveled Reduction: 17.4 million fewer miles annually
- Greenhouse Gas Reduction: 7,000 tons fewer annually

System Connections
- 2 connections to LRT routes
- 2 connections to MetroRail routes
- 5 connections to MetroRapid routes
DOWNTOWN TRANSIT TUNNEL

Fast, Safe & Reliable
A downtown tunnel benefits the entire network—transit and traffic

Travel Time Savings
People spend less time traveling overall

Safety
Enhances safety for everyone in the travel network

Road Conflicts
Reduces conflicts with other modes and 20% of traffic signals

Building Great Places
Creates partnership opportunities

Future Operational Flexibility
Future proof for increasing train lengths
METRORAPID

System Connections
- 3 connections to LRT routes
- 2 connections to MetroRail routes

Travel Time
- ACC Highland to Tech Ridge
  - MetroRapid: 43.3 mins
  - Existing Transit: 48 mins
- Burnet/Lamar to Oak Hill
  - MetroRapid: 46.2 mins
  - Existing Transit: 50 mins
- Menchaca to Burnet/Lamar
  - MetroRapid: 39.8 mins
  - Existing Transit: 49 mins
- Crosstown
  - MetroRapid: 31.2 mins
  - Existing Transit: 49 mins

Vehicle-Miles-Traveled
- 8 million fewer miles annually

Carbon Monoxide Emissions Reduction
- 40 Tons fewer annually

Weekday Ridership (2040)
- 30,000 (for all lines)

Zero Car Households in Station Areas
- 14,555 | 8% of households

Individuals in Poverty in Station Areas
- 91,919 | 20%

Minorities in Station Areas
- 262,873 | 54%
Red Line:
- New station at Broadmoor/Domain
- New station at McKalla (Soccer Stadium)
- Serving ten stations along 32 miles of track
- Installation of additional sidings
- 15-minute frequency during peak service and increased weekend service
- Major transfer at Crestview to Orange Line

Green Line:
- On existing CapMetro Right-Of-Way
- New commuter rail line connecting neighborhoods throughout East Austin
- Initial phase will serve 5 new stations along 8 miles of track to Colony Park
- Compliments the Colony Park master plan
- Provides unique opportunities for more affordable housing
- Provides more households with travel options to jobs, health care, and education
METROEXPRESS and PARK & RIDES

• Connects to frequent and reliable transit
• With 16 existing Park & Rides, Project Connect will add an additional 24 (10 outside of the service area)
• Will increase access to transit, provide a welcoming environment and more transportation options
• Serves outlying areas and neighboring communities
• More direct connections between Park & Ride locations and major employment hubs
• Envisions new MetroExpress service to other parts of the region, including Hutto, Bastrop, Lockhart, Buda and Oak Hill
METROBUS and METROACCESS

- Zero-emission, all-electric vehicles
- Shelters and benches at bus stops
- Future connections to the Orange, Blue, Gold, Red and Green Lines, as well as MetroRapid stations and Park & Rides

- Efficient, affordable transportation to grocery stores, medical treatments, education, and more
- Enhanced customer technology upgrades
FIRST MILE, LAST MILE – Circulators & MetroBike

• Connections to and from destinations without driving
• Makes it easier for customers to access the transit system from where they live
• Provides hyperlocal connection for our customers

• Partnership with the City of Austin BCycle Program
• Connecting bikes and transit
• Electrification of bikes
• Expanded service area
SMART, CONTACTLESS CUSTOMER TECHNOLOGY

A smarter, safer & more equitable way to pay for and use transit.

ACCOUNT-BASED SYSTEM
- Allows for fare capping, a pay-as-you-go solution that gives customers more control over their transit expenses

CARD OR APP: CONTACTLESS PAYMENTS
- Just tap and go when you board
- Cards are reloadable and reusable
- Use for smart city options – like parking, bike rental, etc.
TODAY’S ACTION
RECOMMENDATION

• Capital Metro Board Approval of the following:
  o The System Plan
    o Orange Line LPA
    o Blue Line LPA
    o Gold Line LPA
    o Green Line LPA
    o MetroRapid LPA
  o Improvements to MetroRail Red Line
  o New Customer Technology
  o Local Bus and MetroAccess Improvements
  o Maintenance & Support Facilities

• Austin City Council:
  o Supports the System Plan, LPAs and System Improvements as approved by the Capital Metro Board
  o Direct City Manager to initiate a process to amend the ASMP
Approval of Project Connect System Plan and Locally Preferred Alternatives

Adoption of Project Connect System Plan and Locally Preferred Alternatives.
RESOLUTION OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2020-1273)
Adoption of Project Connect System Plan and Locally Preferred Alternatives

WHEREAS, Project Connect is a vision for how we move people today and plan for
tomorrow, and will create an integrated transit system that eases traffic, brings jobs to
our region, improves the environment and better connects people so everyone in our
community can thrive; and

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

WHEREAS, in accordance with the City of Austin’s Climate Action Plan and Capital
Metro’s vision of a zero-emission fleet of transit vehicles, Project Connect will amplify
transit’s positive effects on air quality in Central Texas; and

WHEREAS, implementation of the Project Connect Vision Plan would generate 20,000
jobs per $1 billion spent, potentially creating 200,000 new jobs as a result of
implementation of the full Project Connect vision; and

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

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

WHEREAS, prevention of displacement of lower income residents from areas served by
Project Connect’s new infrastructure is a guiding principle to Capital Metro and the City
of Austin, the Austin City Council has passed a resolution (Austin City Council
Resolution 20200423-038) calling for data-driven policies and funding that “prevent
transportation investment-related displacement and ensure people of different incomes
can benefit from transportation investments,” and Capital Metro’s longstanding Transit
Oriented Development Policy has been designed to support equitable growth that acts
as a force multiplier for transit’s benefits for the entire community; and

WHEREAS, Capital Metro and its partners at the City of Austin have put in more than
two years of outreach and engaged nearly 55,000 community members about the
benefits of Project Connect, and those community members have overwhelmingly said they want to see significant improvements to transit, with 93% of survey participants saying it is time to act; and

WHEREAS, infrastructure in Central Texas was not built for the 2 million residents who live and work here now, much less the 4 million who will call the Austin area home by 2040, and Project Connect will allow us to make better use of the physical space we have to support our growth in a more sustainable manner; and

WHEREAS, the Capital Metro Board unanimously adopted the Project Connect Vision Plan in December 2018; and

WHEREAS, Project Connect was included as an integral part of the Austin Strategic Mobility Plan, which was unanimously approved by the Austin City Council in 2019; and

WHEREAS, the Orange Line and Blue Line Corridors have been studied in accordance with Federal requirements and refined to identify three separate lines: the Orange, Blue and Gold lines; and

WHEREAS, in order to apply for and receive federal funding through the Federal Transit Administration (FTA) to assist in building these necessary projects, Capital Metro is required to adopt locally preferred alternatives that incorporate sound technical analysis and community input; and

WHEREAS, Capital Metro intends to enter these projects into the federal funding process upon local voter funding approval; and

WHEREAS, a Locally Preferred Alternative for the Orange Line has been recommended based on its technical merits and the advice and consent of our partners and community, and will serve the city’s busiest activity centers like the University of Texas, the State Capitol, Downtown, South Congress and Auditorium Shores, as well as growing neighborhoods along North Lamar Boulevard, in Downtown Austin and on South Congress Avenue; and

WHEREAS, a Locally Preferred Alternative for the Blue Line corridor has been recommended to include the Blue and Gold Lines; and

WHEREAS a Locally Preferred Alternative for the Blue Line has been recommended based on its technical merits and the advice and consent of our partners and community, connecting diverse transit dependent populations in neighborhoods along East Riverside Drive and major employment centers such as the airport and downtown; and

WHEREAS, a Locally Preferred Alternative for the Gold Line has been recommended
based on projected growth, its technical merits and the advice and consent of our partners and our community, and will connect downtown to major hospitals, the UT Campus and the ACC Highland area, ensuring its growth is managed sustainably; and

WHEREAS, Locally Preferred Alternatives for a new commuter rail service in the Green Line, which will bring access to jobs, health care and education to East Austin, including Colony Park and surrounding neighborhoods, and improvements to the Red Line, which will increase connections to activity centers like Broadmoor/The Domain and the soccer stadium at McKalla Place; and

WHEREAS, Locally Preferred Alternatives for the MetroRapid Lines have been recommended based on projected growth, their technical merits and the advice and consent of our partners and our community, and will bring Capital Metro’s most popular service to more of the region, including Expo Center (Manor Road), Pleasant Valley, Burnet/Lamar to Menchaca/Oak Hill, MLK, Crosstown, ACC Highland to Tech Ridge and Parmer Lane corridors, connecting them to local businesses, hospitals and into the larger Project Connect system; and

WHEREAS, Project Connect includes an expansion of the MetroExpress program with additional Park & Rides throughout the region, additional neighborhood circulators, enhancements to MetroBus and MetroAccess, improved customer technology that makes transit simpler and fairer to use for everyone, and additional maintenance facilities and improvements; and

WHEREAS, changes to the System Plan may be considered and adopted over the course of time to add projects as additional transit studies are performed and completed, which shall include consideration of current studies being conducted by the City of Austin, Capital Metro and CAMPO of the Bergstrom Spur and the MoKan corridor; and

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

WHEREAS, with the understanding that this cannot be accomplished alone, Capital Metro appreciates the partnership with the City of Austin that will assist in securing the local funding commitment required to move into the federal funding process; and

WHEREAS, Capital Metro further appreciates the partnership with the City of Austin to advance a formal partnership through a Local Government Corporation for guidance and oversight of Project Connect.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the attached Project Connect System Plan that
includes the Locally Preferred Alternatives for the Orange, Blue, Gold, Green, and MetroRapid Lines are adopted.

NOW BE IT FURTHER RESOLVED that the Project Connect System Plan also includes infrastructure improvements on the MetroRail Red Line, new customer technologies, MetroBus and MetroAccess improvements, and maintenance and support facilities.

________________________
Secretary of the Board
Eric Stratton

Date: ______________________
TITLE: Update on Project Connect Proposed Governance Framework and Funding and Investment Strategy.
OVERSEEING THE PROGRAM
Austin Transportation Partnership

Guiding Principles

- Transparency
- Single entity vested with authority and resources to construct and implement Project Connect
- A new independent board
- City Council and Capital Metro Board oversight
- Joint Program Office staffing & management

**Partnership Framework**

**Funding**
- City of Austin Funding
- Cap Metro Funding + Federal Funds

**Austin Transportation Partnership**
- Governance
- Financing
- Planning & Implementation

**Operations**
- Capital Metro
BUILDING THE FUTURE TOGETHER

AUSTIN TRANSIT PARTNERSHIP
A JOINT VENTURE BETWEEN CAPMETRO AND CITY OF AUSTIN
Project Connect Governance

Presentation to Joint Board Meeting
How can the Austin Transit Partnership govern Project Connect?

What can Austin learn from other transit projects?

What do Austin stakeholders want from the Austin Transit Partnership?

How should the Austin Transit Partnership be set up for long-term success?
Best practices from implementation of transit systems

- Require **transparency** to elected officials and public
- Establish a **separate body** - ATP - to drive implementation
- Keep governing body **small & empowered**
- Involve program funders directly
- Leverage **industry expertise** to improve decision making
- Focus on **long-term** implementation
- **No two transit agencies are alike**, but Austin can learn from best practices

*Case studies chosen from large number of organizations based on identified best practices and seeking diverse set of communities; no single example is a perfect comparison for Austin and Project Connect*
Feedback from community stakeholders

- Establish body that can serve as true fiduciary to entire community
- Involve community expertise as well as industry experts
- Ensure transparency to funding agencies and public
- Avoid conflicts of interest, both financial and political
- Require diversity in governing body membership
- Plan for the long-term; establish change and removal processes

Note: Stakeholders include, but not limited to, GACC, GAACC, GABC, GAHCC, ALGBTCC, TFA, RECA, ARRO, DAA, PCAN, PUMA, and others
# Governance recommendations based on best practice

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<thead>
<tr>
<th>Board Role</th>
<th>Fiduciary of agencies, focused on implementation</th>
<th>Crossrail - Sponsor Board focused on program implementation, not policy</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>WMATA - Members focused on representing home jurisdictions</td>
</tr>
<tr>
<td>Board Size</td>
<td>5 to 7 members</td>
<td>Valley Metro - 4 members, membership limited to only cities with light rail expansion in their city limits</td>
</tr>
<tr>
<td></td>
<td></td>
<td>RTD - Program expansion governed by full transit agency board, elected into 15 seats</td>
</tr>
<tr>
<td>Membership</td>
<td>Combination of agencies and independent experts</td>
<td>MBTA FMCB - Experts and MassDOT Board members ensure necessary expertise at the table</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Valley Metro - No expertise required, board can be inefficient in decision making</td>
</tr>
<tr>
<td>Term</td>
<td>2 to 4 years; no term limits</td>
<td>Most agencies adhere to similar terms</td>
</tr>
<tr>
<td>Appointment Process</td>
<td>Different for each type of seat, involves agencies directly</td>
<td>Translink - Nominated by independent commission, chosen by Mayor's Council</td>
</tr>
<tr>
<td></td>
<td></td>
<td>BART - Publicly elected to sit on transit agency board of directors, limiting ability to plan for the long term</td>
</tr>
</tbody>
</table>
Austin Transit Partnership Board Recommendation

Recommended Membership

City of Austin Representative

1 Seat

- Mayor of Austin or a designated member of the City Council

Capital Metro Representative

1 Seat

- Chair of the Capital Metro Board or a member of the Board designated by board
- Seat cannot be held by an elected official

Community Members & Experts

3 Seats (Jointly approved by CapMetro Board and City Council)

Finance

- 10+ years experience in finance, financial management, banking, investing, w/ focus in large capital projects
- Experience in projects over $500M investment

Engineering & Construction

- 10+ years experience in engineering or construction of large capital projects in any sector (transit, energy, industrial, commercial)

Sustainability & Planning

- 10+ years experience in urban planning, sustainable development and or environmental planning

Term and other requirements

- Chair of the Board is selected by the Board members, cannot be City or Capital Metro representatives
- 2-4 years with no term limits; can be reappointed | Includes diversity consideration for whole board
- All members must be residents of City of Austin
Joint Appointment Process for selecting experts

Expert #1: Finance
Expert #2: Engineering & Construction
Expert #3: Sustainability & Planning

- Candidates apply, are vetted and nominated to a slate; cannot be elected officials
- Jointly approved by the Capital Metro Board and the City Council

Apply
- Positions on Project Connect ATP Board are advertised
- Applicants recruited by City Council, Capital Metro Board, and others; must fill out application
- Additional qualified applicants can apply

Vet
- All applications are screened for requirements (e.g., Austin residency)
- Capital Metro and City staff evaluate based on expertise requirements
- Remaining applications screened by Nominating Committee; CapMetro and CoA Board and Council Members

Slate
- Nominating committee evaluates applicants to narrow down (if necessary)
- Committee recommends slate of nominees for open positions that meet qualifications

Approve
- Recommended full slate of nominees must be jointly approved by City Council and Capital Metro Board
- If approved, nominees join ATP Board
- If rejected, nominating committee forms another slate

Candidates apply, are vetted and nominated to a slate; cannot be elected officials. Jointly approved by the Capital Metro Board and the City Council.
Recommended feedback mechanisms will ensure transparency and coordination

- Approves Project Connect system plan and policies
- Forms ATP, establish policies, select members
- Annually allocates funding to ATP

- Quarterly reports to select City Council and Capital Metro board committees
- Annual comprehensive report to City Council and Capital Metro board; and participation in annual joint meeting
- Independent auditor reports separately to City Council and Capital Metro board
- Manages day to day Project Connect implementation and execution of design and construction
- Ensures close alignment with Capital Metro operations
INVESTMENT OPPORTUNITIES
## PROJECT CONNECT: COST ESTIMATES

<table>
<thead>
<tr>
<th>Project Connect Program Components</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Orange Line</td>
<td>$4.2B</td>
</tr>
<tr>
<td>Blue Line</td>
<td>$1.3B</td>
</tr>
<tr>
<td>Gold Line</td>
<td>$700M</td>
</tr>
<tr>
<td>Downtown Tunnel</td>
<td>$2.5B</td>
</tr>
<tr>
<td>MetroRapid</td>
<td>$170M</td>
</tr>
<tr>
<td>MetroRail – Green</td>
<td>$370M</td>
</tr>
<tr>
<td>MetroRail – Red</td>
<td>$25M</td>
</tr>
<tr>
<td>MetroExpress and Park &amp; Rides</td>
<td>$100M</td>
</tr>
<tr>
<td>Neighborhood Circulators</td>
<td>$3M</td>
</tr>
<tr>
<td>Maintenance Facility Improvements</td>
<td>$300M</td>
</tr>
<tr>
<td>Fare Collection Systems</td>
<td>$30M</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$9.8B</strong></td>
</tr>
</tbody>
</table>

45% Federal  
($4.4 B)  

| Recommended System Plan Local Commitment            | $5.4B |

Program components and total costs have been rounded.
PFM Experience

• Nation’s leading independent Financial Advisor for Governmental sector
• Top Ranked in Transportation and Mass Transit
  • Clients include Chicago Transit Authority, Los Angeles MTA, Washington Metro, Dallas Area Rapid Transit and Houston Metro
  • Building Federal Transit Administration (FTA) compliant Integrated Financial Models
  • Developing long-term plans of finance for transit investments
• Working with clients to secure Federal funding
  • $5.6 billion in FTA grant awards and projects in engineering
  • Advised on over 20 successfully closed Department of Transportation TIFIA and RRIF Loans
Integrated Financial Model

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

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

• Federal Transit Agency (FTA) compliant model
CONSIDERATIONS IN PURSUING FEDERAL FUNDING

• Federal funding essential for Project Connect
  o CIG (New Starts/Small Starts) for 'big ticket' projects
  o Other federal funding sources for smaller projects and/or supplemental funding

• FTA will evaluate and conduct a risk assessment based on:
  o Technical capacity
  o Financial capacity
  o Partner agreements (right of way, utilities, etc.)
  o Program Management Plan thorough and highly detailed
  o Track record similar successful projects

• Partnerships required to develop competitive projects...a collective effort
FTA Funding: Assumptions

- Analysis supports a 45% Federal participation for Project Connect
- Federal grant funds are received over 20-25 years
- FTA looks for dedicated, on-going revenue stream
  - FTA scores projects on Reasonableness of the Financial Plan and Construction Cost estimates
  - FTA will “stress test” financial plan to handle additional cost contingencies for both capital and O&M

<table>
<thead>
<tr>
<th>City / Project*</th>
<th>Federal Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Los Angeles / Westside Subway 1</td>
<td>44.3%</td>
</tr>
<tr>
<td>Los Angeles / Westside Subway 2</td>
<td>47.5%</td>
</tr>
<tr>
<td>San Diego / Mid-Coast Corridor Transit Project</td>
<td>48.1%</td>
</tr>
<tr>
<td>Los Angeles / Regional Connector</td>
<td>47.7%</td>
</tr>
<tr>
<td>Boston / Green Line Extension</td>
<td>43.4%</td>
</tr>
<tr>
<td>Maryland / National Capital Purple Line</td>
<td>37.4%</td>
</tr>
<tr>
<td>Fort Worth / TEX Rail</td>
<td>48.3%</td>
</tr>
<tr>
<td>Lynwood / Link Extension</td>
<td>36.0%</td>
</tr>
<tr>
<td>Seattle / Federal Way Link Extension</td>
<td>25.0%</td>
</tr>
</tbody>
</table>

*FFGA Projects with funding in federal fiscal years 2020 and 2021
Method of Financing: *Local Share*

FTA looking for local funding for Capital, Operations & Maintenance, and State of Good Repair

- Capital Metro
  - Would allocate one-time capital funds for project development
  - Contributions of on-going revenue begins in FY23
  - Fare and other system revenue

- City of Austin
  - Dedicated property tax revenue via a Tax Rate Election
  - Full system requires an 11-cent TRE
  - Expected to score well for FTA Full Funding Grant Agreement (FFGA)
Project Financing: *Austin Transit Partnership*

- Funds from City, Capital Metro and Federal will flow to ATP
- ATP will fund construction via:
  - “PayGo”
  - Revenue Bonds
  - Federal Loan Programs (“TIFIA”)
- ATP will be issuer of new revenue bonds with separate credit
  - Not a City of Austin G.O. credit
Integrated Financial Model: *Initial Results*

- Revenue optimized and sized to cover both capital and O&M

**Capital**

- Local funding and grant receipts significant “PayGo” funding for construction
  - This use of “PayGo” funding reduces amount of debt, and thus reduces overall cost of program
- Long-term financing
  - A mix of revenue bonds and low interest federal loans will be used
  - Repaid by ongoing local revenues and federal grant money after operations begin
Project Connect: Investment Policy Decision

Once Project Connect System Plan Is Approved, Then...

Do we invest in Project Connect?

**Policy Maker Decision:**

**YES**

**STEP 1**

City Council and CapMetro Board determines Project Connect investment size – July 2020

**STEP 2**

Staff makes final project sequencing and tax rate recommendation – July 2020

**STEP 3**

City Council approves tax rate and orders tax rate election; CapMetro formally allocates long term funding - August 2020

**STEP 4**

Transit Referendum Voters asked to approve the tax rate for Project Connect – November 2020
WHAT’S NEXT
TODAY AND UPCOMING DECISION POINTS

**MAY 2020**
- Virtual Meetings Held

**JUN 2020**
- Joint Session – System Plan Adoption on 6/10

**JUL 2020**
- City of Austin Annual Budget Review Process Begins on 7/13, Hearings on 7/23 & 7/30; CapMetro Annual Budget Review on 7/27

**AUG 2020**
- Potential Action to Form Austin Transit Partnership Board; City Council Approves Transit Referendum and Budget on 8/12; CapMetro Approves Capital and O&M Funding on 9/28

**NOV 2020**
- Potential Transit Referendum

Community Engagement Ongoing